



Australian Model Railway Association

JOURNAL

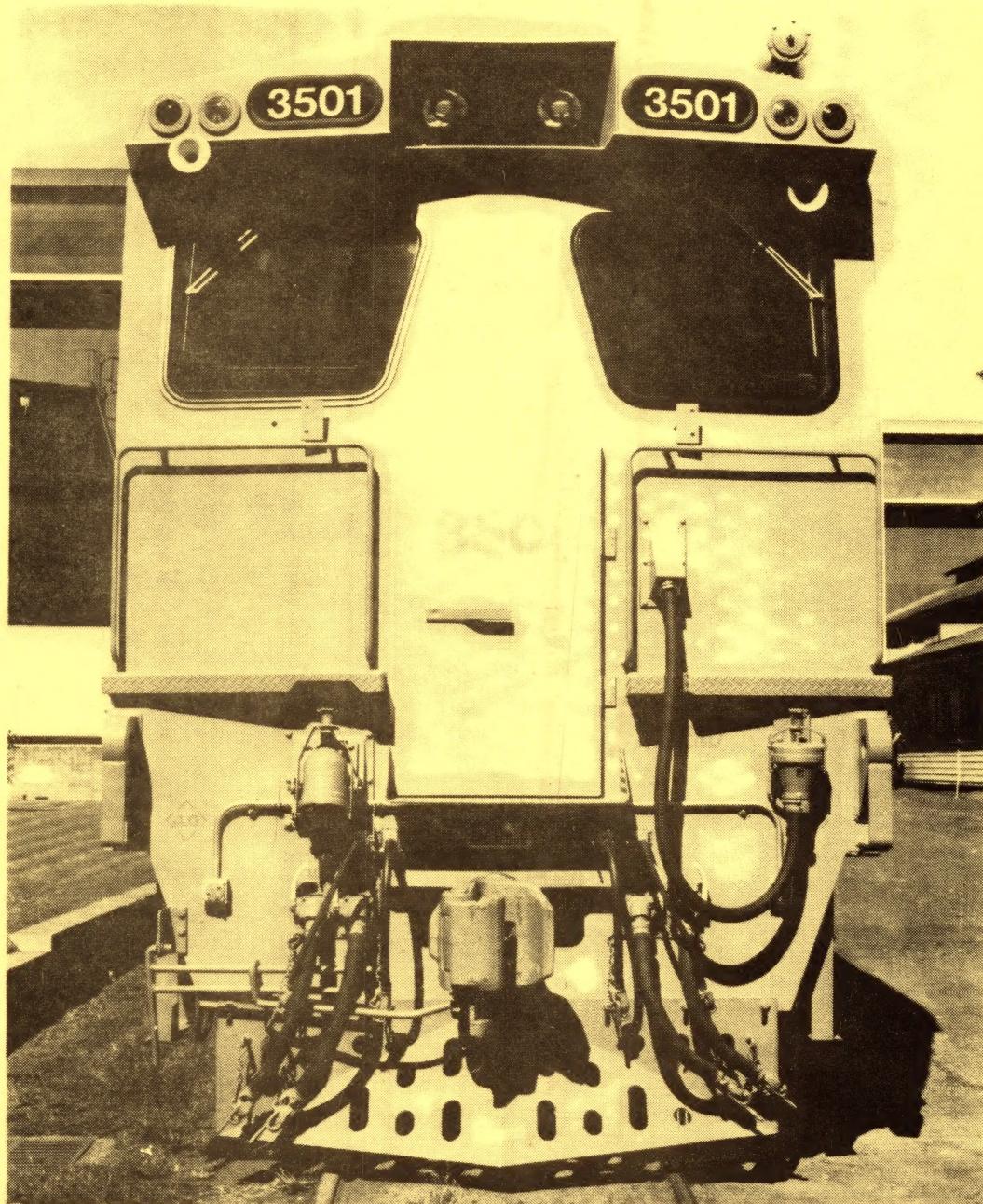
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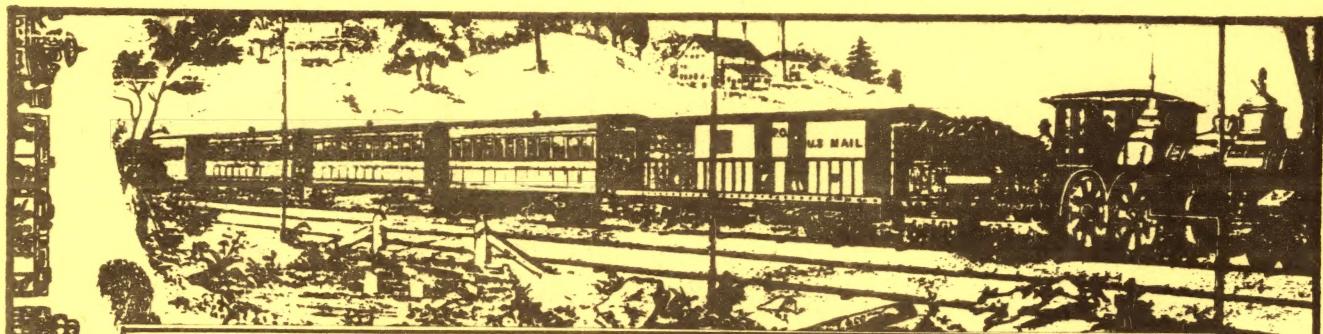
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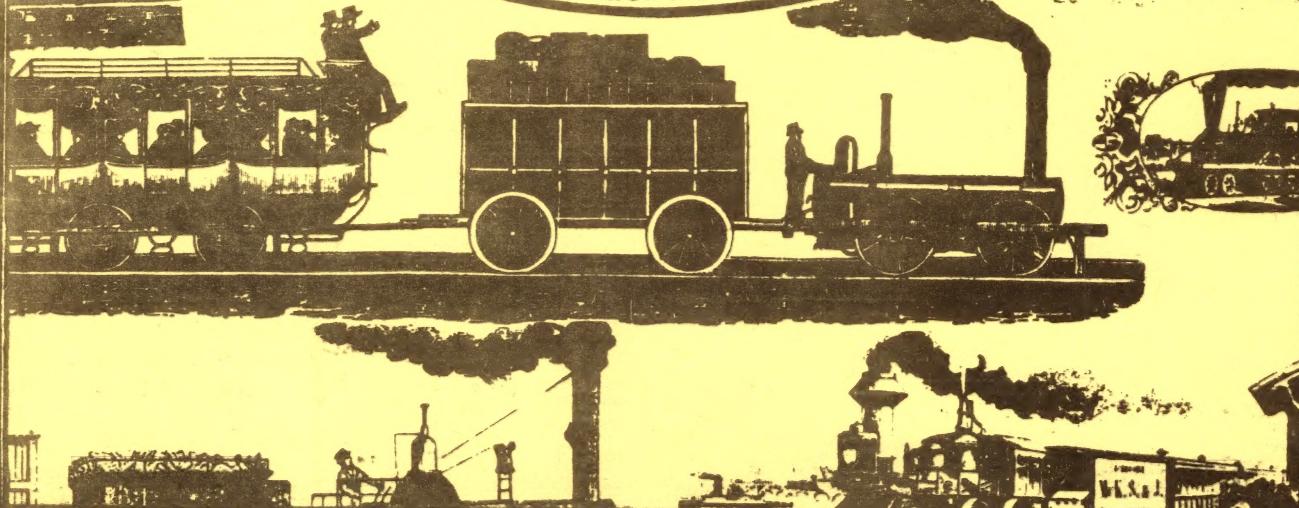
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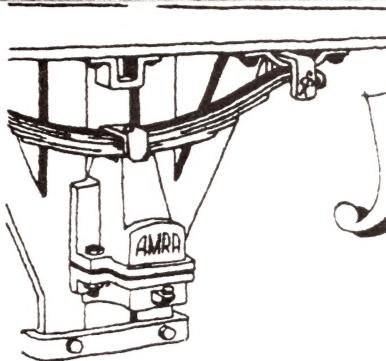
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MODEL RAILWAY EQUIPMENT FOR ALL AGES





Editorial JOURNAL BOX

Having managed to miss the boat last issue, I have managed (I think) to get this one in on time.

I really enjoyed my four-week rest with a coach trip to Darwin and back. I managed to get into Fanny Bay Museum and get some photos of the trains stored there - last time I was up that way, Fanny Bay Coal/Museum was closed on Sundays, and now it is open seven days a week.

The other item of railway interest was to come across Queensland Branch's mainline electrification display at Barcaldine. Unfortunately, at the time, there was no AMRA member in attendance during our 30-minute stop.

To cap off the holiday, with a party of 23 others, we caught the Sydney Limited Friday night and visited the Sydney Exhibition on Saturday. A bit of a rushed trip though, as we came back on the Melbourne Limited Sunday evening after spending Sunday travelling the Inter-urban system.

Don't forget that now is the time to start dropping hints about what you would like for Christmas. My hope is that I might get a few more articles to help fill the next six Journals.

On behalf of the Federal Committee of Management and myself, I would like to wish you a Happy and Holy Christmas and a prosperous New Year.

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ON THE COVER

Another view of the new QR electric locos - this one is 3501, built by Clyde Walkers at Maryborough.

Photo courtesy Queensland Railways

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FEDERAL REGISTRAR REPORT

No news is supposed to be good news, and the fact that having sent out over 200 Initial Literature packets to new members since taking over this position, and only receiving one complaint about damage in post, hopefully the saying in this case is true.

On the renewal form, it does state to return intact. These forms, when received by me, are date stamped and in due course have the receipt number stamped on them alongside the amount(s) paid after they have been sorted alphabetically and into States; it does make it much easier to check in the file when they are all the same size. I wonder how many people cut up their accounts from Telecom, electricity and water rates, etc.

I have seen some comment on the colour. I did ask Vic Print to do them on a coloured sheet in the mistaken belief they would not go astray as many seem to do. When I received my Journal with form enclosed, my thought was, no one could possibly let that go astray; we will have to design the next one with flashing lights or a little card that will play a tune when opened.

Returns have been better than last year at the same period, but there are still a lot of names not crossed off at 13 October.

In Sydney and Melbourne, Australia Post will not accept concessional mail after Friday 4 December, so I hope not too many are leaving it till the deadline to renew.

Have been intrigued by mail coming from interstate that somehow escapes the cancelling stamp in the post office; last year I had about 11 and so far this year 6 or 7 - bet they don't escape the stamp when I reuse them.

On the Application Form it states: A Family member is the Spouse or Student Child(ren) of a Senior Member, but we do get the odd ones that do not comply and that causes a holdup in the processing. BRANCH SECRETARIES PLEASE NOTE.

Not one new name appeared on the Nomination Forms this year, which is par for the course. I do not think the present COM will live forever, nor any wish to do so.

FROM THE MANAGING EDITOR

Once again I was fortunate to be able to make the trip to Sydney for the NSW Branch Exhibition. It seems that half of the Victorian Branch also made the journey. I would like to thank the NSW team for their hospitality.

Last issue was a little late, but then I didn't receive Rex's editorial until two weeks after the issue was printed! But Rex wasn't the only one late - no report from the Federal President, Secretary or Annual Financial Statement from the Treasurer. Hopefully, they will all make this issue.

I have plans to prepare some articles myself for Journal - on the redesign and rebuilding of the Victorian Branch layout, plans and construction of a NSW coal stage and plans on how to build a Victorian Railways trestle. The last two are waiting for photos, but I seem to have run out of time as I am in the middle of 40 or 50 points for our Branch layout and for Kyneton, our future exhibition layout.

Anyway, that's my excuse - what's yours?

Roger Lloyd

PS All the best for Christmas and keep those engines revving in '87!

3101 HEADS NORTH

by S Malone

The first 4000 hp electric loco from the Com Eng works at Rocklea departed north during winter of 1986. Your AMRA reporter was there to capture the event on film and obtain detail photos to assist in modelling. The loco worked under its own power from Rocklea, through Corinda, Roma Street, Exhibition and to Petrie where a diesel was attached. 3101 hauled an interesting short train, including a new LTC (loco test car) - converted from a large steel guards van, followed by an ELRC (electric loco remote control) in the electric loco colours of green, white and orange, plus the usual QR steel brake van at the rear. Many modellers are disappointed with the styling of the QR electric locos, but it tends to grow on you after a while. The preliminary drawings for the locos showed the front end to be more like the NSW 85 or 86 electric locos, and we had hoped that these attractive lines would be followed. One wonders what background and qualifications the body work designers have!

We hope to give more details of the 3100 class in future Journals - plus plans too!



3101 ready for departure at Rocklea.



A view of the train at Rocklea. At the right of the photo, Branch Treasurer Arthur Hayes captures the event on video.

LRC/ELRC classes - these are certainly not relics of a bygone era, being the locomotive remote control wagons used on coal trains. Basically a box on a flat car, they are painted blue with grey frame and red lining. The new electric loco LRCs are orange, white and green. The first two ELRCs were built from damaged LRCs.

Instruction car 1065 is one of three carriages the QR uses for training purposes. Recently observed at Bundaberg, it is really a school on wheels. About 6/10ths of it is one room with desks and a blackboard, the remainder is a kitchen and dining area. In the past it has been probably used in country areas as a mobile school.

As further to the photo of DM 44845 on page 128 of Journal 174, this wagon has seen service of two of QR's premier trains many years apart. It started its life as a First Class Sleeper AAs 1233 built for the steam hauled 'Sunshine Express' which ran from 1935 to 1953. After service on lesser duties, it survived the current spate of carriage scappings in part to become the motor car carrier.

On that note, I close off this series.

CHARACTERS SEEN AT THE MODEL RAILWAY EXHIBITION

An occasional series looking, through the eyes of a biologist, at some of the types to be seen at any model railway exhibition

CLIPBORDUS OFFICIALIS

This species is characterised by a pronounced concave appearance of the face, believed to be caused by the frequent and sudden intake of breath with the familiar cry "Dear-oh-dear, just look at THAT!" when pointing out shortcomings in exhibits at an exhibition. Unlike most other species to be seen at model railway exhibitions, CLIPBORDUS is self-perpetuating - that is to say, it does not seem to be trapped in the larval stage like GRICUS nor to emerge into the world fully fledged like PARSONICUS or SILYHATUS (these species will be described in later chapters of this series) and many young adult specimens can usually be seen at exhibitions with females. The urge to point out shortcomings seems to be at its most pronounced during this stage and it is presumed to be part of the courtship/display instinct. If so, then judging by the expression and body-language shown by the females concerned, it is a freak of genetics and almost totally counter-productive!

The specimen shown here has developed a particularly virulent outbreak of 'Rivet Counter's Nose', a disease which affects CLIPBORDUS in middle age. Since CLIPBORDUS is by nature tall and fairly slim (to enable it to criticise from at least four rows back when a layout is crowded), it can, when it reaches the barrier, bend down and place its nose at rail level. It is thought to use its nostrils as a micrometer, in order to tell the difference between EM and ScaleFour.

Those who fail to make the grade as judges of model railways have to make do with such lowlier positions as Chairman of the England Test Selectors, Parliamentary Under-Secretaries or John Cleese.

(Text by courtesy of "PRACTICAL MODEL RAILWAYS")

FACES AROUND THE BRANCH



I have run out of photos for my mug shot of the month, so this one has to make do. This was taken at Ballarat by Frank Sheeran of your Managing Editor *Roger Lloyd*.

Text by Roger Lloyd



TRAIN SPEEDS

by Graeme Nitz

Have you ever been on a train (or in a car or bus for that matter) and wondered how fast you're travelling. I have on several occasions, and have sat there trying to figure it out in my head; but this is a bit difficult to do accurately while concentrating on the double headed 'R' classes up front.

The Australian Railway Historical Society at one time issued a safety guide which had a speed table for use when travelling on steam trips, but I found this to be a bit restrictive in that it only went to 75 mph. This may not be a problem in Australia, but when one is overseas one tends to travel on fast trains like the French TGV train (when travelling on the TGV in 1984, I had to figure how fast we were going when the kilometre posts were going past every 13 seconds) or the JNR Bullet train.

To get around this problem, I decided to draw up my own table with a greater range, and while I was at it, I decided to figure it out for kilometres as well as miles using both mile and kilometre posts. If you look at the table below, you will see that there is four columns; the first two are for mile posts and the next two for kilometre posts, i.e. column two is for mile posts, but calculated for kph.

For those of you who want to do your own calculations, here are the formulas:

For mph using mile posts mph = 3600/seconds
 For kph using mile posts kph = 5794/seconds
 For mph using kilometre posts mph = 2237/seconds
 For kph using kilometre posts kph = 3600/seconds

SECONDS	MILE POSTS		KILOMETRE POSTS	
	mph	kph	mph	kph
120	30.0	48.3	18.6	30.0
115	31.3	50.4	19.5	31.3
110	32.7	52.7	20.3	32.7
105	34.3	55.2	21.3	34.3
100	36.0	57.9	22.4	36.0
95	37.9	61.0	23.5	37.9
90	40.0	64.4	24.9	40.0
85	42.4	68.2	26.3	42.4
80	45.0	72.4	28.0	45.0
75	48.0	77.2	29.4	48.0
70	51.4	82.8	32.0	51.4
65	55.4	89.1	34.4	55.4
60	60.0	96.6	37.3	60.0
55	65.5	105.3	40.7	65.5
50	72.0	115.9	44.8	72.0
45	80.0	128.8	49.7	80.0
40	90.0	144.8	56.0	90.0
35	102.8	165.5	64.0	102.8
30	120.0	193.0	74.6	120.0
25	144.0	231.8	89.5	144.0
20	180.0	289.7	111.8	180.0
15	240.0	386.3	149.1	240.0
10	360.0	579.4	223.7	360.0

Hopefully these tables will be of use to you. For those of you trying to calculate how fast the TGV was going, it was 277 kph (172 mph).

QUEENSLAND PROTOTYPE RAILWAY MODELLING

by C Malone

The seventh and final instalment of this series details some more of QR's unusual special purpose wagons.

FC, HC and TC classes - remnants of the whole-stick sugar cane era; these wagons have not seen regular use in over 15 years. The FC is a four-wheel platform wagon with facility on either ends to tie down cane loads, a feature also inherited by the bogie HC and smaller TC. At maximum, 210 FC wagons were in service (1921), while the QR confessed to 27 remaining in 1982. However, three derelict FCs at Inkerman Mill are thought to be the last left. The HCs were obtained when the QR took over the Cairns Based Mulgrave Tramway in 1911. A total of 69 existed in 1939 due to some being built from the H bogie open wagon. The QR said three were left in 1982, with the last, HC 12089, being written off in December 1984. The TC was a smaller version of the FC, it being unlikely that any remain.

FSS class - these are sand wagons converted from FJS four-wheel open wagons. Three are used for transhipment of diesel sand. All steel, they are a platform wagon with two upright standing tanks. One can be usually found in Toowoomba. Larger bogie sand wagons (PS and PS/T classes) are used at larger depots.

NB, NWB classes - a lesser known version of the KKB, but following the same principle of conveying livestock, drovers and a guard in one wagon. Generally they are known as dead weight saving vehicles, an idea thought up in the 20s to make guards vans profitable. The NB and NWB were the sheep version of this. NB12337 was written off in February 1985, as was NWB 136. These were the last examples left.

T class - a four-wheel open wagon, significant in the QR's early days. In 1922 605 were in service. They are fairly short, being 17'5" long with a 7' wheelbase. Many were converted to ballast ploughs, of which 19 were said to remain in 1982. The other 24 left were for ash traffic, but it's doubtful that even a dozen T wagons remain overall.

OUT OF THE MOUTH OF BABES

At our recent exhibition at Liverpool, I had noticed a young boy about 5 to 6 years, intently watching trains on the 0 gauge layout, when things got a bit too much apparently, and a small voice pipes up:

Excuse me, I went over and asked 'what is the problem?'

Well, there is something here I do not like'

'Oh what is that'

'Well, this light in front of this train stops red all the time, but that one goes red when the train passes, but then it goes green and then red again, and that is what I do not like'

I told him we did have a little problem there, but hoped no one would sit in that spot and notice it happening. When I said he was the first person to tell me about it, he raised his arms over his head and clasped his hand and gave the well known 'champs' acknowledgement; I thought the couple standing alongside him were going into a fit.

The signals in question are where a loop rejoins the main; I know what is happening, but it needs the layout setting up somewhere other than an exhibition to correct, and there is the rub. by Norman Read

AN ODYSSEY IN CAR 1236 AND GETTING PAID TO PLAY TRAINS

by Don Warn

An advantage of being a member of AMRA in Queensland is the Branch's close working relationship with Queensland Railways. It is a result of this relationship that enabled a few members of AMRA who are employed by QR to go on promotional tours of Queensland with the Main Line Electrification Display. For those who don't know, the display is a model in N gauge of a typical Central Queensland Coal Line from mine to coastal port, with coal trains hauled by models of our new 4000 hp 25 kV electric locos.

This layout is displayed in a QLXP freight wagon painted in the electric loco colour scheme of green, orange and white.

To accommodate the staff to man this display (one person), special purpose car 1236 is provided. It normally forms part of the Minister for Transport's train of three coaches. This carriage was built in Ipswich Workshops in 1935 as an AAS First Class Sleeper for the Sunshine Express. It has been altered to provide sleeping and dining accommodation for eight. It is fitted with hot and cold pressurised water system, fridge, freezer and gas stove, also a chemical toilet. When touring, it is stocked with provisions which enable you to survive for a fair period.

I will describe the last journey I had which was for approximately four weeks. As I live on the north coast line at Landsborough, 82 km from Brisbane we begin our trip there.

The train with the two vehicles is 6275, a supposedly fast freight (between stops that is). Due to engine failure, we were two hours late leaving. Upon boarding car 1236, I stored my inconsiderable amount of luggage, tools, models kits and TV. It was then down to the kitchen to check on the provisions for the trip. Two hours later after wrapping steak and sausages for the freezer, it was time for bed.

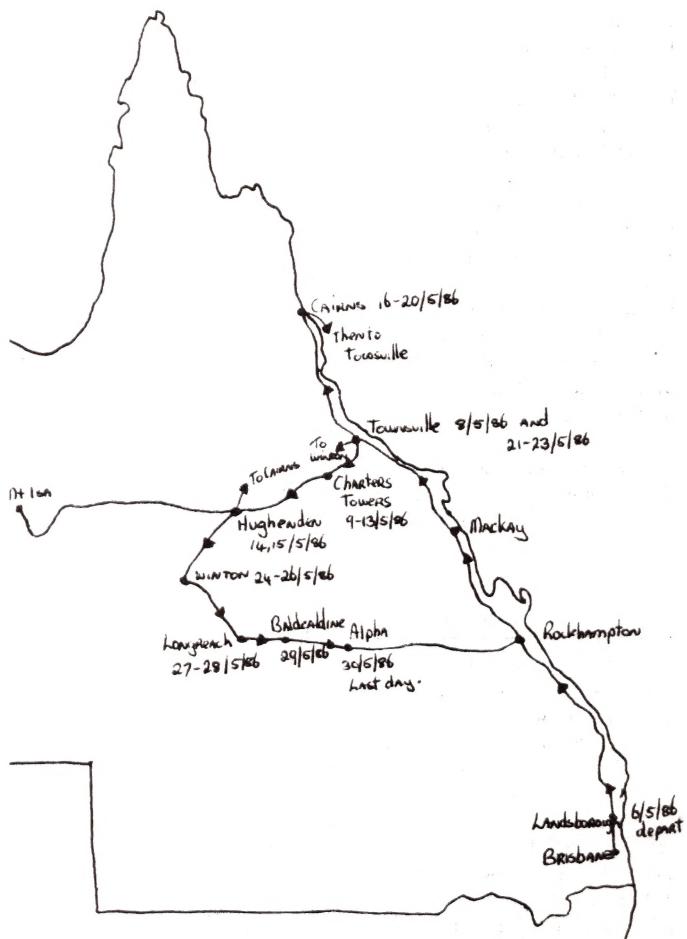
The coach squeals groans and rocks, we are the second last vehicle on a train equal to 75 units in length, so you can imagine the ride ain't exactly smooth. Daylight dawns between Maryborough and Bundaberg. Breakfast at Bundaberg after detaching and attaching wagons from rear of train. Some fast running from Bundaberg on newly reconditioned track, then it is the end of CTC and we stop at every crossing loop for staff exchanging as far as Gladstone. The track from Gladstone to Rockhampton is first class due to being built for coal trains and some very fast running occurred on this section, until we had to wait for coal trains on the very short section of single track.

Departure from Rockhampton was very late so it was time to sleep again. I awoke early to have breakfast at Mackay. I then rode the loco from Proserpine to Bowen, but decided that coach was more comfortable and spent the rest of the trip there. Townsville arrival was $3\frac{1}{2}$ hours late, and we just had time to be shunted to connecting train for Charters Towers. The wagon was to be displayed for five days at Charters Towers as the town has a very large number of private schools and a new railway station was being opened. A very large response by students and the general public was had with the wagon having people in it most of the five days. It was then off to Hughenden, a large railway town further west for a day and a half. The response was tremendous with the wagon being full all day, but the effects of travelling had found a few

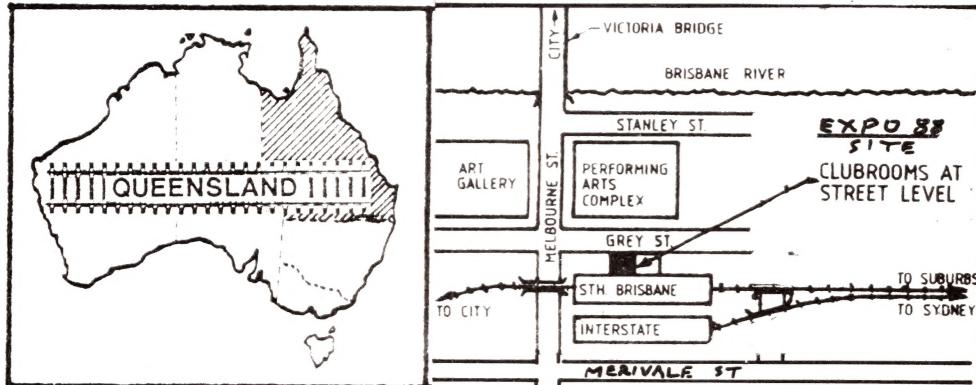
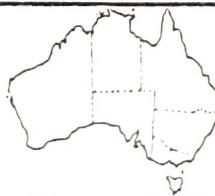
faults in the layout, and it took a while to get things running smoothly.

From Hughenden we proceeded back to Townsville for connection to Cairns and with a weekend off. I was lucky enough to have a friend with a boat so a bit of Barrier Reef fishing was done. We displayed for two days in Cairns, travelled overnight and displayed in Townsville for $2\frac{1}{2}$ days. It was then out to Hughenden for connection to Winton. What a trip, nine hours for 226 km. The track is only 20 kg with a 40 mph restriction; we stopped at every property and siding to unload mail, milk and provisions, place livestock wagons for pick up the following day with arrival at Winton just in time to connect with the Midlander to Rockhampton. We displayed for two days in Winton, and the only quiet period was when the football (Rugby League) was on on Sunday afternoon. Winton is a very busy station loading livestock and wool with a daily train, plus livestock specials to the coast, plus two trains ex Hughenden. After picking up, it was off to Longreach where we displayed for $1\frac{1}{2}$ days again; a very good public response. A remark often heard was they (the country people) do not see enough of these promotions. Another four-hour overnight to Barcaldine, open for one day, then six hours to Alpha, which is a large railway depot. This was the last stop on the tour before returning home via Rockhampton.

As stated elsewhere, this display received public acceptance and praise wherever shown, and the response from teachers and students was most rewarding, which made one proud to be a member of AMRA and QR.



STATE NEWS



FROM THE SECRETARY

With 1986 drawing to a close, we can look back on another year of successes and good fellowship. The exhibition, auction and other activities we have participated in have all contributed to the promotion of AMRA and of the hobby. By the time that this issue goes to print, the Branch will have operated a rail motor trip to Nambour, the first since early in the Branch's inception. By coincidence, this is the same destination. A great opportunity to bring a large number of members and families together for the day. It is intended, during the coming year, to hold a number of family nights at South Brisbane which should promote the fellowship which exists in the Association.

The Branch faces a period of hard work in the forthcoming year with a move to new premises anticipated in May. As this coincides with the Exhibition, the move, which we expect will have to be made swiftly, will add an additional workload to a busy part of our year. Our members give tremendous support at times like these and I anticipate us being able to successfully cope with the relocation. The reward will be a newly refurbished clubroom and the opportunity to design and construct a new layout.

To our new members, I extend a warm welcome and trust that your membership will be a long and rewarding one.

On behalf of the COM, I take this opportunity to wish our members and their families a Merry Christmas and a Happy New Year and express our thanks for your support in the past year.

Jim Christie

FROM THE BRANCH SUB-EDITOR

Our President Cec Wall is on holidays at the moment, so I'll fill in this space with some general news.

The Branch featured very well recently at the Transport Week celebrations. At a park at New Farm, the Branch set up a display on the Sunday - our stand was entitled 'The Railmotors of the Queensland Railways'. Peter Sanderson displayed his vast range of HO and S scale QR rail motors, while John Newell displayed an S scale 2000 class railcar set which was easily recognisable to the younger viewers. The 2000 class models were built over 20 years ago by Arthur Harold, I believe, and John has been recently restoring them and fitting SPUDS for motive power. Thanks to Peter and John and others who displayed their models at this event. Of special interest

was the enclosure built by Stewart and Cec Wall for the occasion. This was built up from the exhibition fencing and included a tarp and supports to protect us from the elements. The display measured approximately 3 m square and looked very presentable. No doubt this design of enclosure will come in handy at other outdoor shows, etc. Fortunately our stand was beside where the free steam trains were operating. These trains left every hour for a 50 minute tour to Roma Street and return. The steam locos used were C17 974 (4-8-0) and a BB18 $\frac{1}{4}$ 1079 (4-6-2); these took turns at hauling the trains. The New Farm line is a branchline so shunting movements were restricted. When one loco took the train out, the other, which brought the train down, would follow tender first, sometimes giving assistance at the rear (banking) on the climb into Bowen Hills. While the train was at Roma Street, the second loco would turn at the angle at Bowen Hills through the hole in the wall and then return to New Farm ready to take the next train out. The trains were not always full and any spare members who were surplus at the Branch display would go for a free trip. Also free bus and ferry rides were available. A good day for all; special thanks to all who helped out.

During Transport Week, free electric train travel was available on the suburban system, and many members made the most of these, visiting the outer reaches of the extensive system.

The Queensland Branch seems to have its Clubrooms now in the cultural centre of town. Since we've moved in, the Performing Arts and Art Gallery were opened across the road and the EXPO site to one side is now taking shape for 1988. Recently the Museum was opened, replacing the older one at the exhibition grounds. So nowadays, there is plenty for the non-railway minded part of the family to see and do nearby the Clubrooms. Some families of the Branch stay after the Saturday afternoon sessions at the Clubrooms, have some tea and go to free concerts, fireworks displays, etc, which are held regularly on the river bank nearby.

Work on the restoration of South Brisbane Suburban Railway Station has commenced at the other end. A detached two storey building beside the station has been allocated to the Branch as its future long term Clubrooms. The area inside will be about the same as we have now, however, we hope to make better use of the space to make better facilities for members. The new building measures approximately 25' x 45', the top floor having access from the bottom by an internal staircase. The top floor has a view and is level

with the QR main lines and the broad gauge line to Sydney. Present thinking is that the layout area will be upstairs and the rest down stairs. A garden restaurant is planned for the space between the buildings, while our present rooms will be required for EXPO offices and later on, possibly an historical display by the QR.

We hope discussion on track designs can soon start, keeping in mind the lessons learnt with our present layout systems. We must keep in mind the needs of the Branch and the trends we wish to encourage. For instance, does the 9 mm tracks need a bigger set up?; does the 10.5 and 12 mm tracks need a continuous run?; on the 16.5 mm system, does there need to be greater separation to continuous main line running and branch line shunts? No doubt some interesting ideas will be discussed in the near future.

Finally, at the Branch Elections, I am interested to stand down from this position and give another member a bash for a while. A special thank you to all members who have assisted so much to my job as Branch Newsletter editor and Journal Sub-Editor over the past six years.

Steve Malone

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CLUBROOM NEWS

The controllers workshop evening in August was well received with many members taking part in the building of these simple solid state controllers with substantial progress being made. At the time of writing, the controllers are basically complete, and it is up to members who requested one to front up with the money. Any controllers surplus will be available for sale at the Branch sales cupboard. Thanks to Cec who did most of the work for this exercise.

Our August meeting had John Hill providing the entertainment. John gave a detailed interesting talk on how to model water. His favourite method is to pour runny plaster into the river base and sand flat when dry. This is then coloured suitably and then coated with a clear sealer, the more coats the more depth is introduced. ripples can also be introduced at this stage. John built two small scenic sections as part of the lecture and these will be put to good use at future scenery building displays, etc. Thank you John.

Our US running day in August received a good roll up from country members. Some interesting trains were seen in operation, including some of Barry's big US articulated steam locomotives.

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ANNUAL AUCTION

This annual event held on the first Saturday in September received very good attendance with a massive amount of goods offered for sale. Special thanks to the ladies of the Branch who kept up the supplies of drinks and eats. As usual little N gauge was offered, the majority was English OO and US and Australian HO. This Auction was another long event, taking over six hours to complete. We are always looking for ways to improve the auction, however, we were told by those who attend a lot of 'serious' auctions that ours is one of the better organised. Two ideas suggested for next year's are an earlier start and a register of the order of items to be auctioned so that bidders can get a reasonable estimate of when lots will be up for bids. Thanks to all members who assisted in this event. Some of us were back at the Clubrooms afterwards running timetable trials on the Club layout with some modellers from the western parts of Queensland.

MODEL RAILWAY FOR QRX

Also about this time, the Branch was approached by QRX, a major transport company who works in with the QR, to build a small display layout for their display at a food transport and catering convention at the Jupiters Casino at the Gold Coast. Following discussions, it was decided to build a small N scale layout and paint up some US models to suit. We only had a few weeks to do it, so we could not go to much trouble. Cec supplied some rolling stock which John Hill expertly painted up. Fortunately, Cec's son, Ray, did an expert job on the baseboard and the stand at the rear for a video display.

The track plan was a simple oval with a few dummy sidings out front at the QRX freight depot. Many members helped out in the building of the layout for which the Club was adequately reimbursed. The layout was finished just in time and headed off for the three-day convention. There were a multitude of displays present and the QRX display received first prize as the best display - we must have had something to do with that!! After the display was over, QRX gave us the layout back for safekeeping and no doubt it'll come in handy at a future exhibition somewhere.

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MORE CLUBROOM NEWS

The workshop evening in September was allocated to timetable running to introduce and encourage more operation in this regard. A run down of procedures of making timetables, the associated graphs, drivers' train notices and Station masters' sequence of events was given. This was followed by a five-hour demonstration run which took 25 minutes on the Branch's fast clock. It proved interesting and enjoyable to those who took part. The timetable was given a second run through and this time we carried on with 'plan B'; a continuation of another 25 minutes which included different concepts. The good thing about running timetables in model form is that when it's time to have supper, all you do is stop everything, including the fast clock and head for the kitchen. Anyway, timetable running proved so popular, it was decided to give it a try every third Thursday evening.

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ANNUAL MODELLING COMPETITION

The Queensland Branch Modelling Competition held at the September monthly meeting received a good roll up of members and entries for the competition. Voting was by popular choice method with all members present being able to vote for the best in each of the five categories. Here is the details of the entries and winners.

CATEGORY A - STEAM LOCOS

1st Sn3½ QR B13½ T Weber
Sn3½ QR C17 S Malone

CATEGORY B - DIESEL LOCOS

1st Sn3½ QR 1177 G Wright
2nd Sn3½ QR 1550 and 2470 Nos 1565 and 2498 P Scrivens
3rd HOn3½ QR 1250 No 1263 G Perkins

Other entries

HO Slug C Malone
Sn3½ QR 1400 No 1408 G Wright
Sn3½ Malcom Moore shunter S Malone
Sn3½ QR Proposed 1850 shunt loco S Malone
Sn3½ QR 2100 No 2119 N Johnman
On2 Baldwin Cane loco C Malone

CATEGORY C - PASSENGER CARS

1st Sn3½ QR Lander Car (AMRA Club CAr) C Malone

CATEGORY D - GOODS WAGONS

1st Sn3½ QR KL cattle wagon G Wright

2nd HO NSW Guards Van A Hayes

Other entries

Sn3½ QR Guards Van C Malone

HO NSW Insulated Box wagon A Hayes

Sn3½ QR QLXP (AMRA layout wagon) C Malone

CATEGORY E - STRUCTURES

1st On2½ Water tank J Fainges

2nd On2½ Station buildings J Fainges

Other entries

TTn3½ QR station G Perkins

The Clubrooms were certainly busy during the school holidays recently with so many younger modellers making use of the facilities. Most regular members are keen to assist and encourage the younger visitors which is good to see. We see the younger fellas more interested in modern image equipment these days and its not unusual to see the layout full of XPTs, HSTs, TGVs and Bullet trains.

BRANCH VISITORS

The Branch has had a great amount of visitors from the south during the winter - welcome to you all. One special visitor from the US was Mr John Armstrong (from Model Railroader), brought along by member Nevell Mann. John was very interested in the activities of the Branch and in some of the QR's unusual rolling stock. John and his wife spent a couple of days in Brisbane visiting QR establishments and THE TRAIN PLACE - an O gauge layout by Rod Burgess. John is an O gauger himself. John was able to meet 'our' John Armstrong too. John left on Saturday's Limited to Sydney and there was a pause in Clubroom activities when we adjourned upstairs to wave him farewell.

BRANCH TIMETABLE

Meetings continue as normal at the Branch Clubrooms, Ground Floor, South Brisbane Railway Station, Grey Street, South Brisbane. The Clubrooms are normally open every Thursday from 6 pm and on Saturday from 12 noon.

DECEMBER

4	Thur	Layout running
6	Sat	Layout maintenance and running
11	Thur	Layout running and Christmas party - bring a plate and bottle
18	Thur	Layout timetable running
20	Sat	Layout running

JANUARY 1987

1	Thur	Layout running from 12 noon
3	Sat	Layout maintenance and running
15	Thur	Layout timetable running
17	Sat	Layout running
22	Thur	Monthly get together - video night - please see Steve at the Clubrooms if you have a short video to screen

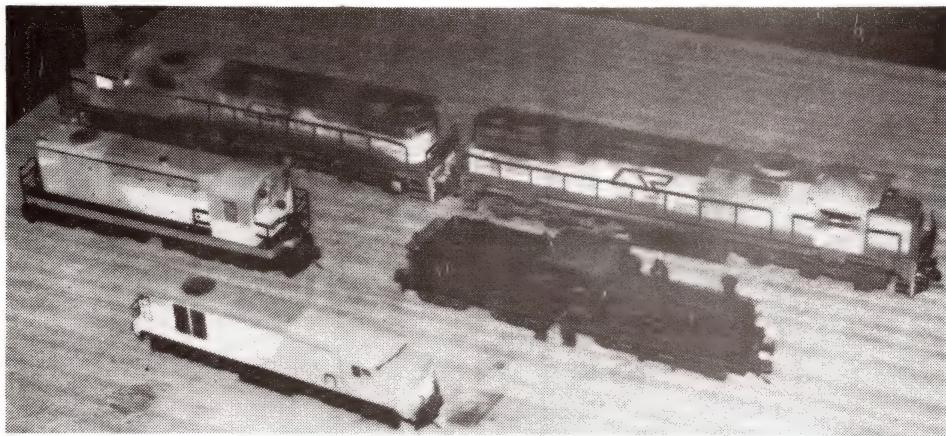
Things to keep in mind

Roger Kershaw (a past official of the Branch) of Canungra has invited the Branch up to his place (the army camp) for a day of bush walking, swimming, sightseeing and barby-qing on the first Saturday in March 1987 (7/3/87). Keep this in mind if you are interested - more details as they come to hand.

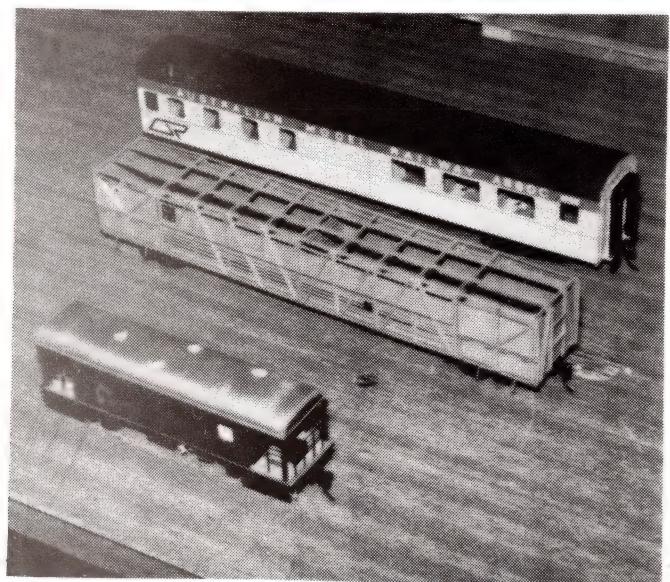
Jim Costellow of J&J Hobbies has a collection of Model Railroader videos which he has been screening at clubs in south east Queensland. These have been very popular and we would like to see the amount of interest in the Branch for an evening of these videos. Please speak to a COM member if you are. An admission price of a few dollars each is usually required.



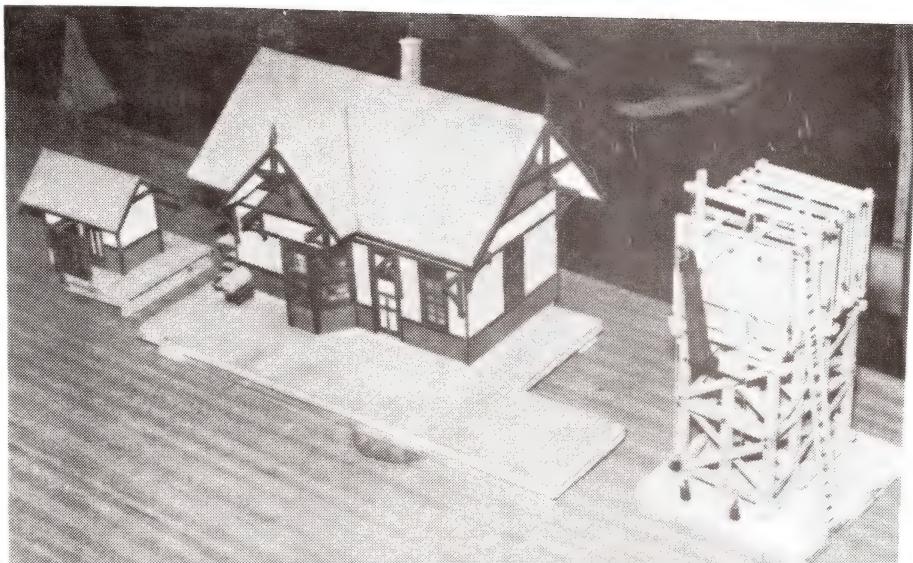
A general view of all entries.



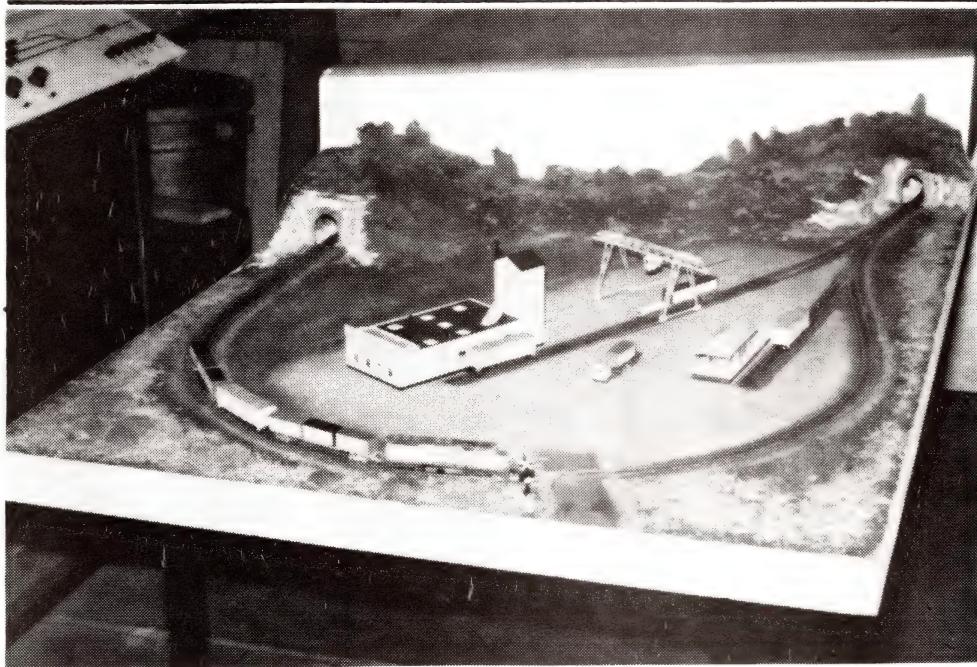
Winners in Categories A and B - Locomotives



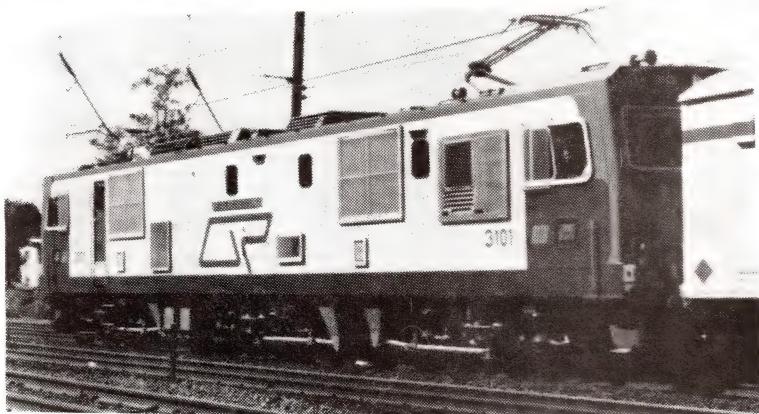
Winners in Categories C and D - Other rolling stock



Jim Fainges, winner in the Structure Section.



The N scale layout built by the Branch for the QRX Transport Company as part of their prize winning display at a Gold Coast convention.



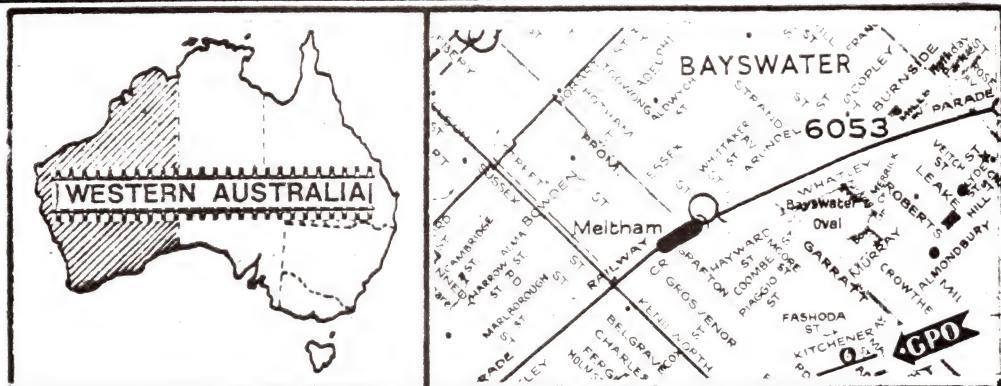
A detail shot as the locos glides past the Taringa Hungry Jacks restaurant.



An overhead view as the loco zooms through Strathpine.



At Normanby, a stop was made for official photographs. This side of the loco is not seen in recent QR photos.



PRODUCT SPOTTED

One of the biggest problems for the modeller of the British prototype is the coupling. One has the choice of the proprietary models (which are not always compatible and are usually large and obtrusive) or the 'scale' three link or screw couplings (with the inevitable 12" to the foot hand uncoupler) or the Alex Jackson type (which is a bit fragile and has to be scratchbuilt). There are others as well, all with their respective problems. The Alex Jackson type is the only one which can be remotely uncoupled, allowing wagons to be 'spotted' at a distant point without further problem. 'Goods Arrival' in the September issue of 'Your Model Railway', page 541, reviews the new Dearnaley-Greenwood coupling. There are two types - Type A for 2 mm scale and Type B for 3 mm and 4 mm scales. The review says, in part, 'here is a coupling offering all the facilities of the Alex Jackson coupling with greatly increased robustness, at a slight cost in obtrusiveness'. Full details can be obtained from D G Couplings at 249 Chester Road, Macclesfield, Cheshire, SK11 8 RA, England.

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CHRISTMAS 'GET TOGETHER'

Our Christmas 'get together' this year will be at the Carinyah Picnic Area which can be reached via Ashendon Road off Brookton Highway, Lesley. An early BBQ is planned, after a social cricket game or frisbie throwing event or something!!

Also, we have planned a Car Rally to pass the time on the drive there. The Rally takes 1 hour 20 minutes to cover the 60 kilometres (or 37 miles). There will be trophies for first, second and third places. A small charge of \$1 per car is required to enter the Rally. All meet at the rear of The Park Shopping Centre, Albany Highway, Victoria Park, at 1.30 pm. Anyone not entering the Car Rally may proceed directly to the picnic area for the BBQ.

The date? SATURDAY 6 DECEMBER.

HAVE YOU SEEN?

Railway Magazine

July: Amtrak, progress and prospects - a review of the achievements and future of this US corporation which operates inter-city passenger trains. Britain's InterCity services - an annual review of the fastest British trains. Farewell to Junction Road Junction signal box in North London (the oldest ex Midland Railway signal box on British Railways taken out of service). Part 2 of the article on naming of present day British Rail locomotives. Restoration of an ex LMS EMU. Part 2 of the British Rail rail car revolution - the 'Sprinters'. Spanish narrow gauge today. The Bowes Railway - a privately preserved cable hauled freight incline.

EXTRACTS FROM
BRANCHLINE

August: Sesqui-centenaries of the Ffestiniog and of the Whitby and Pickering Railways. Part 3 of the naming of British Rail locomotives - the HSTs and the Class 87s, as well as a mixed bag. How Clapham Junction got its name. A look at the present day coal traffic at Blyth in Northumberland (good pictures of staiths and of scissors crossover). Chasing a distance record for 24 hours travel on BR (it was 1345 miles in all). *********

Vintage Roadscene

June-August: The Road-Railer, a sort of rail road bus (or was it a road rail bus?) for the LMS. Preserved Sentinel Steam lorries. Improving the Coopercraft AEC 'Monarch' lorry kit. Other articles cover Army lorries, trolley busses from Birmingham and single deck buses (coaches), plus the small Dinky Toy vans of the 1950s (Nonny's friend at work!).

Steam Days

No 2 July-September: The Lyme Regis Branch remembered. Scottish passenger turns in the 1950s. 'Resorts for Railfans' looks at Crewe. 'Copped it' - loco spotting in days gone by. Photos of WR locos on shed. The WR gas turbine locos. A Shedmaster's anecdotes.

British Railway Journal

No 12 Summer 1986: The stations of North Shields and Tynemouth. LNER coach 'cascading' in the 1930s. The L&NWR 0-6-2Ts - the 'Watford Tanks' and the 'Coal Tanks'. Lifton, a South Devon station on the Launceston branch. The Shipston-on-Stour branch of the GWR. The 2-6-4T 'River Tanks' of the South Eastern and Chatham Railway (and later of the Southern Railway). Great Western signals Part 2 - some further notes on finials, lamp hoisting gear, post heights, signal arms, spectacles, ladders and stages.

Model Railway Journal

No 7 May-June: Towards more authentic modelling of the Midland in the Edwardian era. A loaded carriage truck in 7 mm scale. A superb photo of a part of Pendon (recommended). 'No 1 Shop' builds the first of three Gibson kits of the LNER J15 0-6-0s - this one as per the instructions. 'No 1 Shop' reviews the Churchward 45XX class 2-6-2T chassis kit. Landscaping over the cracks - hiding the baseboard joints. Slaters 7 mm scale kit of the MR Johnson 0-4-4T reviewed. Small suppliers forum including curved spoke wheels, etched frets of various domestic, industrial and signal box windows, Pennine stone roofing, coach coupling bars incorporating vacuum and steam pipes, drawhooks and screw couplers, BR Departmental stock decals, etc.

Model Railway Constructor

July: Building a Phoenix coach kit. 'Datafile' article on the Highland Railway's 4-6-0 'River' class locos. 'Collectors Corner' looks at small containers. John Turner Models' live steam 'Caledonia' reviewed. An LNER 'Quint Art' restaurant car set built of Plasticard some 15 years ago. Prototype study of Pullman Cars. Modelling the buildings of the North British Railway. Modelling Black Dog Halt - a halt on the GWR Chippenham - Colne branch built for the Marquess of Lansdowne (prototype information in the June issue).

Railway Modeller

August: 'Ashdon & Midport' (Mark VI) in 18.83 mm (interesting exhibition layout built in the form of a 3' radius circle). A Fowler tender for a Stanier 8F (Airfix behind Hornby dublo or Wrenn). Garden railways in 0 gauge. Economical OO loco building from parts from the scrap box (e.g. Standard Class 5 4-6-0 from Hornby Black 5 chassis and tender drive, Mainline Standard Class 4 body, Triang Britannia tender top, driving wheels and smokebox door, Mainline Standard 4 valve gear). The Midland and Great Northern Joint Railway - an historical railway worth modelling. 'Untechnical' live steam - advice for the new starter. Prototype station plans - Presthope (on the Much Wenlock to Craven Arms line). Room for the railway, looking at garden sheds and caravans. Modelling the Southern, part 5b - train services. Modelling 'Rochester' gas lamps in 4 mm scale. 'Focus' type article on the SR Class S15 4-6-0 - plans and photograph. Super-detailing the Airfix Class 31 A1A-A1A.

September: Recreating an era - 'High Beck and Netherton' branch in OO based on BR (ex LMS) practice. 'Focus' type article on the Class 142 lightweight DMUs ('Skippers' or 'Pacers'). Scratchbuilding a 7 mm scale L&Y milk truck (plans and photographs). GWR underslung signals. Baseboards built from slotted angle. Prototype station plan for Neen Sollars on the Bewdley - Tenbury Wells line. Details of the Border Counties line (Hexham - Riccarton Junction). Modelling the Southern - part 6a, more train services. Mike Cook describes his Leambury MPD (also in August issue). Scratchbuilding an LNER J50 0-6-0T (article followed by one giving prototype information and plans).

Your Model Railway

August: SR unfitted wagons - photographic article with extensive captions. Review of the 'Railway King' kit of the BR Mk1 full brake. The new Alan Gibson track constructed and reviewed. The new Crewchester - its operation. Updating the Mamod - adding gas, oil and radio control to the basic model. Part scratchbuilding of an ex LNWR Sleeping Car. If you model LNWR, LMS or BR (LMR), read this article and find out how to obtain parts, etc, to build some 70 different types of coach. Converting the Wills GER N7 kit into the later LNER/BR type. 'Layout Focus' looks at 'Rhossili' - a 21' x 18" exhibition layout in OO (looks wonderful, especially in the colour photos).

September: The 'Blue Bell' pub in the village of Dogsthorpe modelled (good article on scratchbuilding structures). Resin moulding, part 1 - cold cure silicone rubber mould making, includes metal resin. Invisible tie-bars for point operation. Magdeburg Memories - a pictorial look at preserved German locomotives. Review

of the Dyna-Drive, which has a miniature centrifugal clutch, would you believe! 'Layout Focus' looks at Peter Denny's TV Light Railway (10 mm scale, 3' narrow gauge garden railway). "Oval Ash 'B'" - a steelworks railway with specialist scale bull-head track in OO, EM and P4/S4. The East Grinstead South signal box - plans and colour photograph. Construction of an NER Class P1 0-6-0 in 2 mm scale.

Scale Model Trains

May: 'Test Track' looks at the Lima Class 37 and the Hornby SR M7 0-4-4T. More Railfreight ideas (for modern image modellers). Scenic design for a layout in a garden shed. 'Loco Focus' looks at the GNR saddle tank locos (J52-56). Conversion of a Hornby J52 to a J55. Track layout ideas for the smaller model. Part 3 of the article on the Fowler 4F in 0 scale - detailing and finishing. Lineside industry - American style.

June: 'Test Track' looks at the Dapol GWR 'County' 4-6-0. The inside story of David Boyle and Dapol. Scratchbuilding a 'West country' 4-6-2 in 3.5 mm scale. Early BR liveries and how they were applied. Detailing the Hornby M7 0-4-4T, followed by a 'Loco Focus' article on the class, with photographs. 'Japanese for Beginners' looks at modelling Japanese railways and what is available through the trade. Electrical switching for 0 gauge turnouts made easy (can be used with the smaller scales also). Coal yards - how to model this characteristic feature of goods yards in the steam era (plenty of photographs).

Railway World

July: Tales of Neepsend, the ex GCR loco depot in Sheffield. The Government locomotive sales of 1919-27 (covers the RODs, the Woolwich moguls ('Woolworths') and the related Metropolitan Railway's K Class 2-6-4Ts. Visit to the Rheidol Narrow Gauge Steam Railway in Wales. Beautiful colour photo of Culloden Viaduct. Visit to the Strathspey Railway (Boat of Garten to Aviemore).

August: Good colour picture of inside of a MR signal box. Narrow gauge compounds of Northern Ireland. Visit to the West Somerset Railway (Bishops Lydeard to Minehead). The Hooton - West Kirby branch on the Wirral peninsula. A Gresley coach on the Severn Valley Railway.

Practical Model Railways

July: Adding lineside atmosphere. Making an articulated pair of coaches for the 'Coronation Scot' using the laminated Plasticard method. Plans and photographs of Dunster station on the West Somerset Railway. Assembling the B&B couplings from an etched fret and attaching them to various proprietary vehicles. Still more on BR electric locos - this time the Classes 82 and 83 including adaptations of proprietary models (plenty of photographs and details). Definitive article on the LMS. 'Coronation' Pacifics (the 'Duchesses') - full details of the main prototype variations, of liveries and the treatment of the various proprietary models to produce better models. Building up the M&L kit of the LNWR 'Precursor' tank 2-4-2T.

August: Paul Towers relates how he made various coaches for his 'Pendragon' railway. Building a tram scene, including motorising the Keil Kraft kit of the West Ham Corporation Type A tram, road surfaces, passengers, etc. Nostalgic

look at the Hornby Dublo Super Detail wagons, including original prices, today's prices and where they were reviewed in the model railway press. Essential tools for the railway modeller. Building the Jidenco kit of the LSWR Beattie Well Tank 2-4-0WT. Detailing the Lima model of the BR Class 73 electro-diesel. Semaphore signals the cheap way.

Steam Railway

May: Working the West Highland line. Part 2 of the complete UK steam stocklist (covering the standard gauge items). Colour feature of 'Leander' (ex LMS 'Jubilee') in its 50th year.

June: Recollections of Edge Hill (ex LNWR) loco depot at Liverpool, including lots of Eric Treacy's photos, taken when he was the vicar in the Parish of Edge Hill. Part 3 of the complete UK steam stocklist (covering ex WD, industrial and other locos). Tribute to the Rev Teddy Boston rector of Cadeby.

July: Visit to the Gwili Railway in Carmarthen, South Wales. Nostalgic journey on the Killin branch in 1965.

Locomotives Illustrated

No 48: The LB & SCR 'Terriers', 50 little locos built in the 1870s and 12 of them preserved, with five in working order. Lots of photos, as well as complete list of building dates, withdrawal dates and the chequered history some had in the hands of the various minor railways to which they were sold. Useful for getting detail for your model of this class made up from the K's kit.

Australian Model Railway Magazine

August: A layout in the round - a six-module layout based on a 9'6" diameter circle. Plans and photos of the X and Y class four-wheel open wagons of the SAR. Scratchbuilding an MRC refrigerator car of the NSWGR (drawings and photos in abundance). Painting your MRC (lots of colour photos which could be used as a basis for weathering of almost any white liveried vans of any railway - well, some of them look like they may have been white - once!). Building VR passenger cars, W and E series, from bass wood. Listing of the locomotives of the Government railways of NSW (covers steam, diesel and electric locos from 1855 to 1982+). Building an Australian country hall in HO scale.

CHARACTERS SEEN AT THE MODEL RAILWAY EXHIBITION

An occasional series looking, through the eyes of a biologist, at some of the types to be seen at any model railway exhibition.

CLIPBORDUS OFFICIALIS

This species is characterised by a pronounced concave appearance of the face, believed to be caused by the frequent and sudden intake of breath with the familiar cry 'Dear-oh-dear, just look at THAT!' when pointing out shortcomings in exhibits at an exhibition. Unlike most other species to be seen at model railway exhibitions, CLIPBORDUS is self-perpetuating - that is to say, it does not seem to be trapped in the larval stage like GRICUS nor to emerge into the world fully fledged like PARSONICUS or SILYHATUS (these species will be described in later chapters of this series)

and many young adult specimens can usually be seen at exhibitions with females. The urge to point out shortcomings seems to be at its most pronounced during this stage, and it is presumed to be part of the courtship/display instinct. If so, then judging by the expression and body language shown by the females concerned, it is a freak of genetics and almost totally counter-productive!

The specimen shown here has developed a particularly virulent outbreak of 'Rivet counter's Nose', a disease which affects CLIPBORDUS in middle age. Since CLIPBORDUS is by nature tall and fairly slim (to enable it to criticise from at least four rows back when a layout is crowded), it can, when it reaches the barrier, bend down and places its nose at rail level. It is thought to use its nostrils as a micrometer, in order to tell the difference between EM and Scale Four.

Those who fail to make the grade as judges of model railways have to make do with such lowlier positions as Chairman of the England Test Selectors, Parliamentary Under-Secretaries, or John Cleese.

(Text by courtesy of Practical Model Railways)

PROGRAM

NOVEMBER

17 Mon Auction

Bring along your unwanted (and much loved) model railway equipment and/or your unwanted (and much loved) cash! The Branch will take 10% commission on all sales. If you have anything to sell, please try to get to the Clubrooms as early as possible on this evening - the rooms will be open from 7.30 pm onwards for this purpose. Auction forms are available at the Clubrooms for a week or so before the Auction - please try to fill your form in before you come to the Club on this evening. NOTE THAT SELLING IS RESTRICTED TO MEMBERS OF AMRA.

22 Sat General Club Activities

With the new N gauge layout coming along, there's plenty for members to occupy themselves with on these nights/afternoons. On the other hand, the Committeeman on duty may decide that there will just be a relaxing time when there will be the opportunity to chat with other members, browse through the books and magazines in the Library or even run your own trains on the Club layout. Why not come along and find out what sort of meeting it is to be!

26 Wed General Club Activities

DECEMBER

1 Mon 'Factors in Layout Design'

A natural 'follow-on' from 'How you got started in model railways' - the presentation will be covering factors of size of space available, prototype to be modelled, desired scale, portability and so. The speaker who will lead this discussion is still 'being selected' - any volunteers?

6 Sat Car Rally and Christmas Social Gathering

There is an item elsewhere in this issue which gives all the information you need to go to the social event if you don't want to enter the Car Rally. But we hope you will be in it! The start is soon after 1.30 pm at The Park Shopping Centre, Albany Highway, Victoria Park. See you there!

10 Wed 'Diesel Locos of BR and Models Thereof'

Alan Porter will be presenting the sixth talk in his series (which started in 1980!). It

attempts to trace the history of the various prototype locomotives and to appraise the various kits and proprietary models available for those wanting to recreate in the model a replica of the real thing.

15 Mon General Club Activities
 20 Sat General Club Activities
 24 Wed NO MEETING
 29 Mon General Club Activities

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TIMES OF MEETINGS ARE AS FOLLOWS:

Mondays and Wednesdays - 8 pm
 Saturdays 2 pm

All meetings will be held in the Clubrooms on Meltham Station, unless otherwise stated. The rooms will be open at least 15 minutes beforehand.

Dennis Ling is responsible (for the present) for arranging the forward program and would appreciate offers of talks, demonstrations, etc, from Branch members or suggestions of 'outsiders' who might be encouraged to 'perform' for the Branch membership.

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POOR OLD 'HUMPTY DUMPTY'

I came upon the following amusing tale recently when reading a book which was published by the London, Midland and Scottish Railway in 1946. The book is titled 'The LMS at War' and relates the trials and tribulations of that railway between 1939 and 1945. One interesting statistic which I came upon was that only one locomotive of the LMS was destroyed by enemy action, although 73 locos were 'damaged'. It struck me that this was a remarkably small loss, considering the easy target that a loco made for strafing aircraft.

The amusing tale, however, deals with the damage that occurred to the railway stations during the raids on London.

For many years, the LMS had been the custodian of a unique 'left-luggage' item. A faked show piece, alleged to be the fossilised remains of Ossian, one of the legendary giants who built the Giant's Causeway in Northern Ireland, measuring over 8' tall and weighing nearly three tons, had become, in 1876, a ward in Chancery of the old London and North Western Railway, following an ownership dispute between his showmen owner partners.

An appeal to the Courts by the Company, to secure disposal against conveyance and storage charges having been dismissed, Ossian enjoyed for the next 64 years a singularly tranquil existence, first at Broad Street station and later at Worship Street goods station in London. Naturally enough, with those storage charges mounting at the rate of £11 5s a year, and with outstandings eventually totalling over £700, the LMS whose responsibility he became after the passing of the Railways Act, often wished their unwelcome ward elsewhere.

And thus this strange state of affairs might have continued had not Worship Street goods station (and Ossian) on 14 October been blitzed. Poor Ossian was damaged to such an extent that, like Humpty Dumpty, he could not be put together again. Fittingly enough, therefore, the bits and pieces were used to fill the crater made by the bomb that brought about his end. At his interment there were no mourners - only a railway official summing up the situation with that trite saying about an ill wind!

On a more serious note, the description of driving a steam locomotive in the black-out was

very interesting. It related how '.... the engine driver lost his comforting landmarks up and down the line - the cathedral, the gas works, the familiar glow from the local foundry. He had difficulty in stopping his train at the right place in dimmed-out stations. His footplate was stifling hot due to the anti-glare sheets which enclosed his cab so as to prevent glow from the firebox being visible to raiders, and he had immense difficulties in learning a new line....'. What a life!!!

Nonny

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HERE'S AN ODD ONE

Knowing I am interested in trains, a friend of mine gave me the following item from an English newspaper on his return from the UK last year and I submit it as printed. I hope that Graham Watson does not make me wash out my typewriter with soap for doing this, but I found it both interesting and amusing to read.

"This picture of the oddly shaped locomotive 'Manorbier Castle' featured in a new history of Swindon Rail Works has brought back memories for Moonraker reader William Bullock. (Translation for colonials - a 'Moonraker' is a native of the County of Wiltshire. It's a bit like 'Sandgropers' being native Western Australians.)

William, aged 70, of County Road, Swindon, was a senior apprentice in the works back in the early 30s when the decision was made to streamline 'Manorbier Castle' to make it run faster. According to William, the locomotive was converted virtually overnight to meet a challenge thrown down by the Southern Railway. Secretly, they converted one of their engines to make it less wind resistant and showed it off to the Press.

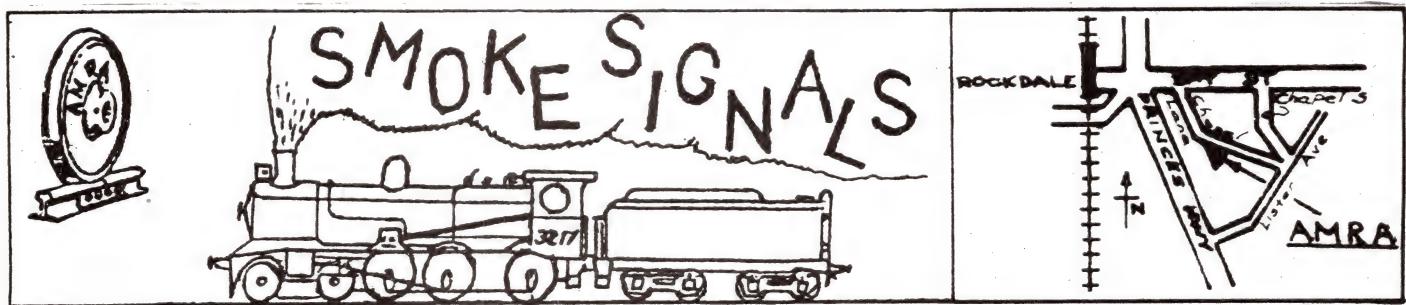
GWR top man, Sir Felix Pole, was livid that the Southern had put one over them and instructed the Works to pull out all the stops to produce the Great Western's own, better, streamlined loco. Every square edge on the 'Manorbier' had a piece of metal added to it to make it round, William says. 'It was a fantastic, urgent, Heath Robinson effort', William says. 'And it was completed in just four and a half days'.

The speed run was like something from the 'Boy's Own Annual', he says. On the return from Bristol Temple Meads, the test loco driver - a chap nicknamed Daddy Dew - got the regular driver to hang out the side of the cab watching for the signals. He put William in the tender with the fitter's mate and gave the fireman a 35 note to give him the best head of steam humanly possible. And the 'Manorbier' came back to Swindon like a bat out of hell. By Lyneham Banks (usually known as Dauntsey Bank), 31 miles out from Bristol, the engine was doing 90 mph and by Wootton Bassett (junction with the South Wales main line), the clock was touching 99. 'Daddy Dew kept saying to the engine 'Come on my baby' and when we got to 101 mph he slapped the regulator down', William said. This was only six miles from Swindon station and it was obvious that the train wasn't going to be able to stop in time. The signalman, with quick thinking, switched the 'runaway' express onto the main line and it didn't come to a halt until South Marston Junction (usually known as Highworth Junction), about a mile to the east of Swindon station! 'It just flashed past Sir Felix and the top brass waiting to meet it at the platform at Swindon', William said.

As it reversed back the mile to Swindon, they all thought Daddy Dew had probably lost his job.

'But he wasn't worried and just lit his pipe. When we arrived back at Swindon he went up to

Sir Felix and said '101 on the clock and there's my witnesses. Now tell that to the Southern", related William."



PRESIDENT'S MESSAGE

The NSW Branch Exhibition is over for another year, and, despite the competition from the Navy on its 75th Anniversary celebration and the resulting poorer attendance on the Saturday and Sunday, it was again an outstanding success.

Setting up the Exhibition on the Friday was a smooth operation due to the usual fine co-operation of the staff of the Liverpool E G Whitlam Recreation Centre and the adequate voluntary labour of AMRA members.

Surprisingly, the largest layout in the Exhibition was that of the South Brisbane N gauge MRC. This layout took the prize for the best exhibit as judged by the public. The feature of this layout was the long trains which were operated - reportedly 166 bogie wagons on one train. Bill Webb donated the printed voting slips for the public and an HO train set for the door prize.

Marklin Distributors donated both an HO and Z gauge train set which were respectively the second and third prizes in the AMRA guessing competition. The first prize was the former NSW Branch N gauge layout.

Staffing an exhibition of this size is always a problem, for, as usual, more volunteers than could be efficiently employed were available on the Saturday, while labour was in short supply on Sunday and Monday.

It was good to welcome modellers from far afield. There were visitors that we know of from Townsville, Brisbane, Newcastle, Canberra, Melbourne, Geelong and Perth. Many thanks to Jack and Dot Tressider from Melbourne who assisted with catering, and to all workers and exhibitors who made the exhibition possible.

The one sad note of the Exhibition was that this was the last exhibition to be organised by Graham and June Larmour. They have been organising the NSW Branch Exhibition for over 20 years and now want to be free to concentrate on their family business of Wall Plaques International and WPI Laminating Service. June was presented with a crystal vase and Graham with a money order on Punchbowl Hobbies as a token of the appreciation of the NSW Branch.

The main topic of discussion at the Clubrooms is the planning of the new HO Club layout. Two suggested plans are reproduced in this Journal and are on the notice board at Rockdale. Members are invited to meet with the Committee of Management at Rockdale on Saturday 20 December at 2 pm to discuss proposals.

Unfortunately the Club layout, like our private ones, is limited by space and minimum radius requirements. Much more imaginative layouts could have been possible with perhaps another 600 mm of room width. Your Committee of Management has resolved that one of the two basic plans

will be adopted with possible modifications or additions as presented at the meeting of 20 December. If you have any suggestions, bring them to that meeting for consideration, drawn to scale.

The scale drawing requirement has been set down to eliminate ideas and suggestions that will not fit into the available space.

Finally, I would wish all members the compliments of the season and invite you to attend the Christmas BBQ/Dinner at Rockdale on Saturday evening, 20 December - full details appear elsewhere in this issue of Smoke Signals.

Bob Wardrop
President

FROM THE TREASURER

Most NSW AMRA members, and particularly members in the Sydney metropolitan area, will know that the Clubrooms and layouts are funded through internal revenue. To make the funding easier, I would like to appeal to members to help in the following way.

I would ask members to donate or make for sale items to be sold at our auctions. Many members must have items of rolling stock, locomotives, buildings and other assorted things that will be of use to other members. If members would donate any unwanted items they could be sold and the money raised could be put to good use at the Club or for layout renovation. If we could get 200 members donating an item that sold for \$10 once a year, it would make an enormous difference to our funds and also give members a good feeling that they are helping the Club.

So come on members, get behind this appeal and help us to help you.

John Skilton

***** ***** ***** *****

I would like to thank Bob Wardrop for standing in as Editor of Smoke Signals last issue. I can honestly say that I now can fully appreciate the efforts of the AMRM boys who held down full time jobs while producing that magazine. I had been so flat out at work that I just could not find time to put pen to paper - so I did the only sensible thing - I left my job! So now I'm back with a vengeance - welcome to the first 'bumper' (well by previous standards anyway) edition of Smoke Signals.

What's that I hear you all saying - no crazy headline? Well, I won't disappoint you, so here -

MELBOURNE - HOBART RAIL LINK BY 1988

That isn't as far-fetched as it sounds - it was seriously suggested some years back!

This month by far the most important item to report is that of the proposals for the new HO Clubroom layout. Members are invited to comment on these two proposals - see elsewhere in this issue for details.

I am open to suggestions for improving Smoke Signals. If you have any ideas on anything you would like to see included in your (and I do emphasise - YOUR) Branch newsletter (I'm not going to make suggestions here, that is up to you); contact me either at home or at the Clubrooms with your ideas, but please keep those thoughts within the spectrum of the NSW Branch. After all, this is the NSW Branch newsletter and not in competition with AMRM or Time magazine!

It really is encouraging to see the sudden influx of new, young members into the Branch. At our last layout operating day, Hawkesbury was teeming with young kids running their trains. Even more encouraging is seeing the modelling efforts of these members. Some have gone into scratch-building - an X200 and CPH being two examples others into kitbashing as anyone seeing all those impressive Lima 12 wheeler rebuilds will testify.

Well, the Exhibition is over for another year. A very special thanks to Graham and June - their last exhibition in the chair. On behalf of all the NSW members, Graham and June, we say 'thank you', and wish you well in your 'retirement'.

Due to overwhelming demand, the first run of our special release record album - 'Neil Sorrenson and Company Play the Blues' - has sold out!! (For those of you not at the Exhibition on the Monday night, exhibitors were treated to a wonderful chorus of sound effects, including the 1812 Overture and guest appearances by Fozzie Bear and Donald Duck, via the Whitlam Centre PA system, courtesy of Neil, Glenn Kilham and Dave Bennett, amongst others). Autographed copies of these albums can be made to order! Yes, folks, I am kidding, but I do have it all on tape.

Finally, may you all have a wonderful Christmas and a safe holiday. See you all again in 1987! (Or may be I won't - I'll probably be in Fremantle to celebrate our second America's Cup win!)

Philip Morgan

PS Unless otherwise acknowledged, all contributions in Smoke Signals are from the Editor.

PROPOSALS FOR NEW HO SCALE CLUBROOM LAYOUT

On the following pages is presented two proposals for a new HO layout to be built in the annex. It is anticipated that a decision on the proposals is to be made in the near future with construction commencing soon afterwards. The purpose of this narrative is to brief you on the history and development of these proposals.

The idea of a permanent HO layout for the Rockdale Clubrooms is not in itself 'new'. Some 10 years ago, NSW Branch members were sent questionnaires on what kind of HO layout they would like to see built - whether continuous running, point-to-point, whether it should be a duck-under, walkaround, dogbone or circular shape, and so on. The results of these questionnaires were collated and tabled with a few designs drawn up. Until about a year ago, nothing much more was done.

In the past few months, the Committee allocated space in the Clubrooms for two new permanent layouts - one in N scale, the other HO. Given the somewhat limited space available for the construction of new layouts, and allowing space for the holding of various functions (such as auctions, dinners, BBQ and the like), an exhaustive analysis revealed the most economical and functional rationing of space was for N scale to be built in the main hall under the stairs heading to the 0 scale layout, with the entire annex being devoted

to an HO layout. I might note here that the original motion leading to acceptance of building the annex was to house a permanent layout.

At the October committee meeting, two proposals for this new layout were presented, with the objective that either one should be built in the annex. These two proposals are the result of many, and I stress MANY, hours of research into members' own ideas, including those indicated in the abovementioned questionnaires.

You are now invited to study these two proposals and offer your comments on them. For this purpose, a special meeting will be held on Saturday 20 December at the Clubrooms, commencing at 2 pm (i.e. before the Christmas BBQ). Any ideas must be on paper and in scale - you can use the accompanying drawings to get your room measurements and curve radii. Only scale drawings will be considered, and any suggestions contained therein must be additions or deletions to either (or both) of the basic diagrams presented here. This is your last chance to voice your opinions, so speak now or forever hold your peace! (Or, I should say, draw now!)

The overriding issue is that the saga of a new HO layout is beginning to rival the second Sydney airport debate as the most drawn-out episode in Australian decision-making history! We are, at last, NOW on the eve of a final acceptance of a new layout design. Immediately after that, the new layout WILL be built. So, I repeat for the final time, NOW is your chance to start drawing. No suggestions will be accepted after 20 December.

COMMENT ON THE PROPOSALS

The ruling limitation is the size of the annex. We have heard (and seen) a lot of good ideas, but the fact is that they simply will not fit into that room. Plans A and B are just about the limit of what will fit; Plan A taking up more space than Plan B. Just one thought - with that peninsula down the middle of the room, is a one metre wide aisle either side really allowing enough room for operators and spectators? What do you think? Tell us on 20 December.

NOW AVAILABLE - NSW BRANCH JACKETS

Yes, these jackets are available again. They are the short sleeve type as seen at our Exhibition. Priced at about \$40, they can be ordered by placing a \$20 deposit with Bob Wardrop or any of the Committee, the balance being due before delivery. Of the \$40 cost, approximately \$16 is for the embroidery of the member's name above the jacket pocket.

CHRISTMAS BBQ - SATURDAY 20 DECEMBER

We are again holding our Christmas BBQ at the Clubrooms this year. This fully-catered BYO extravaganza is open to all members at a cost of \$7 per head. Bookings and payment must be made no later than 12 December. We are limited to 50 people (the lack of space prohibits any more than 50). If you wish to attend, make your booking and payment NOW to either Bob Wardrop or any of the Committee (phone or see us at Rockdale).

By popular demand, Peter Lawton will return as Santa Claus.

LAYOUT REPORTSHAWKESBURY

Nothing much to report, except that as far as possible, the layout will be set up and made available for running during operating sessions. With construction of the two new layouts underway, the only place for Hawkesbury to be set up is in the main hall. It does, however, get pretty cramped in there, so, at the moment, Hawkesbury is being set up and pulled down many times.

At the last layout operation day, the 'well' inside Hawkesbury became very crowded with members watching trains run from inside the layout. Please note that unless you are running trains, you are to remain outside the layout.

Philip Morgan

O SCALE REPORT

Last week I walked into the Clubroom and shouted out 'Hey, Norm! Anything for Journal?' then a voice from above descended upon me and said 'Crikey! I've been too flamin' busy with the HO layout!!' Which brings me to.....

HO REPORT

....the new layout. The annex has been prepared for construction to commence, pending final approval of the design. The old part of the wall layout beneath the mezzanine has been moved into the annex as a temporary measure, so that operation of the wall layout can continue. The wall layout is now a horseshoe shape, running along the wall through a hole in the corner and back along beside itself on the other side of the wall. Plan A of the new proposals makes use of this new location of the wall layout.

PS Don't forget the meeting on 20 December.

N SCALE REPORT

Hello and welcome to the first report on the New N Scale Layout. It's a bit hard to report on the old one because it was won by a family from Cartwright in our guessing competition at the October exhibition. The new one doesn't look very much like a layout yet, but the cheering thing is that it's well on its way. Members not even interested in N scale have pitched in and helped us to complete the loop under the stairs up to the first pylon. We have bolted the baseboard onto the steps up to the O gauge level, but when our President danced up the steps for a weight test, we registered 105.3 on the Richter scale. So a lump of wood shoved into a crevice or something like that would seem appropriate to avoid spectacular derailment of entire trains in the future.

We are planning to complete the baseboards up to the second pylon before starting to lay track. But the way things are going, we should be there in no time.

Also, I have been indignantly reminded that there is much credit due to James McInerney for the wonderful design concept that allowed us to fit so much in a rather small space. So here, finally, is its recognition. Thanks, James.

Glenn Watson

(For those of you not aware, Glenn Watson has assumed the role of N Scale Supervisor from Dave Bennett, who stepped down upon the disposal of the N scale layout in the guessing competition. For all your efforts in the N scale area Dave,

we say thanks. Thank you linesmen, thank you ball boys - Ed.)

EXHIBITION WINNERS

We are pleased to advise of the 'guessing competition' winners. They are as follows:

First Prize - the former AMRA (NSW Branch) N scale Clubroom layout, won by Matthew Stien of Cartwright.

Second Prize - a 'Marklin' HO scale train set, won by Mr M Horsley of Tregear.

Third Prize - a 'Marklin' Z scale train set, won by Angela Downes of Ruse.

Congratulations to all.

Door Prize - Fleischman N gauge train set donated by Bill Webb.

G Pearson, 17 Vincent Avenue, Liverpool

Best Model Railway Layout

Stand 17 - Dartmouth, a GWR terminus in 1930s

Best Australian Prototype Layout by an individual

Stand 38 - SMR (South Maitland Railway)

Best Australian Prototype Layout by a Club

Stand 35 - NSW Model Railway Club

Best Non-Australian Prototype Layout

Stand 29 - Somersetshire Midland Railway

Best N Gauge Layout - Presented by Sydney N Gauge MRC

Stand 20 - Katomix by Thomas Rogers

NMRA Encouragement Award

Stand 34 - South Brisbane N Gauge MRC

Best Commercial Display

Stand 12 - Bill Webb Model Railways

READING THIS COULD WIN YOU A BRASS NSWGR AD50 GARRATT!!

No, not really, but if you're still reading, I've succeeded in grabbing your attention.

READING THIS COULD WIN YOU A BRASS NSWGR AD50 GARRATT!!

No, not really, but if you're still reading, I've succeeded in grabbing your attention.

Just a reminder not to forget the meeting on 20 December to discuss the HO layout proposals. The situation at present is this:

Either Plan A OR B or a variation of either (as suggested AND DRAWN TO SCALE as presented at that meeting) WILL BE BUILT! So, get out your pencils now! Don't say you were not told!

The two plans are on display on the Clubroom notice boards. Any member requiring copies of these or scale drawings of the annex can obtain them from me.

PROGRAM FOR 1987JANUARY

3	Sat	No meeting
9	Fri	No meeting
17	Sat	Modelling Competition
23	Fri	Layout Operation
31	Sat	Work day at Clubrooms

FEBRUARY

7	Sat	Annual General Meeting
13	Fri	Layout Operation
21	Sat	Auction
27	Fri	Video Night

HO LAYOUT PROPOSALS : A GUIDE

During the past three NSW Branch Committee meetings there have evolved some guidelines to which plans for the HO permanent layout have been formulated. These criteria are written into this narrative to show what limitations have been placed on planning this layout.

Double mainline, continuous run was deemed necessary because of the large numbers of trains on the layout on a running day. Those members interested in shunting and making up trains would be catered for by the yards on the mainline or by the inclusion of a branchline terminus.

Also foremost was the question of minimum radii in the track plans. Consultation of several well qualified modellers with their own layouts proved that 900 mm radius was required on the mainline at least to allow Garratts and the largest American locomotives to run without difficulty.

In consideration of the wide variety in standards in the trains running on the layout, Peco code 100 track and points were specified. Some points would be handlaid if required.

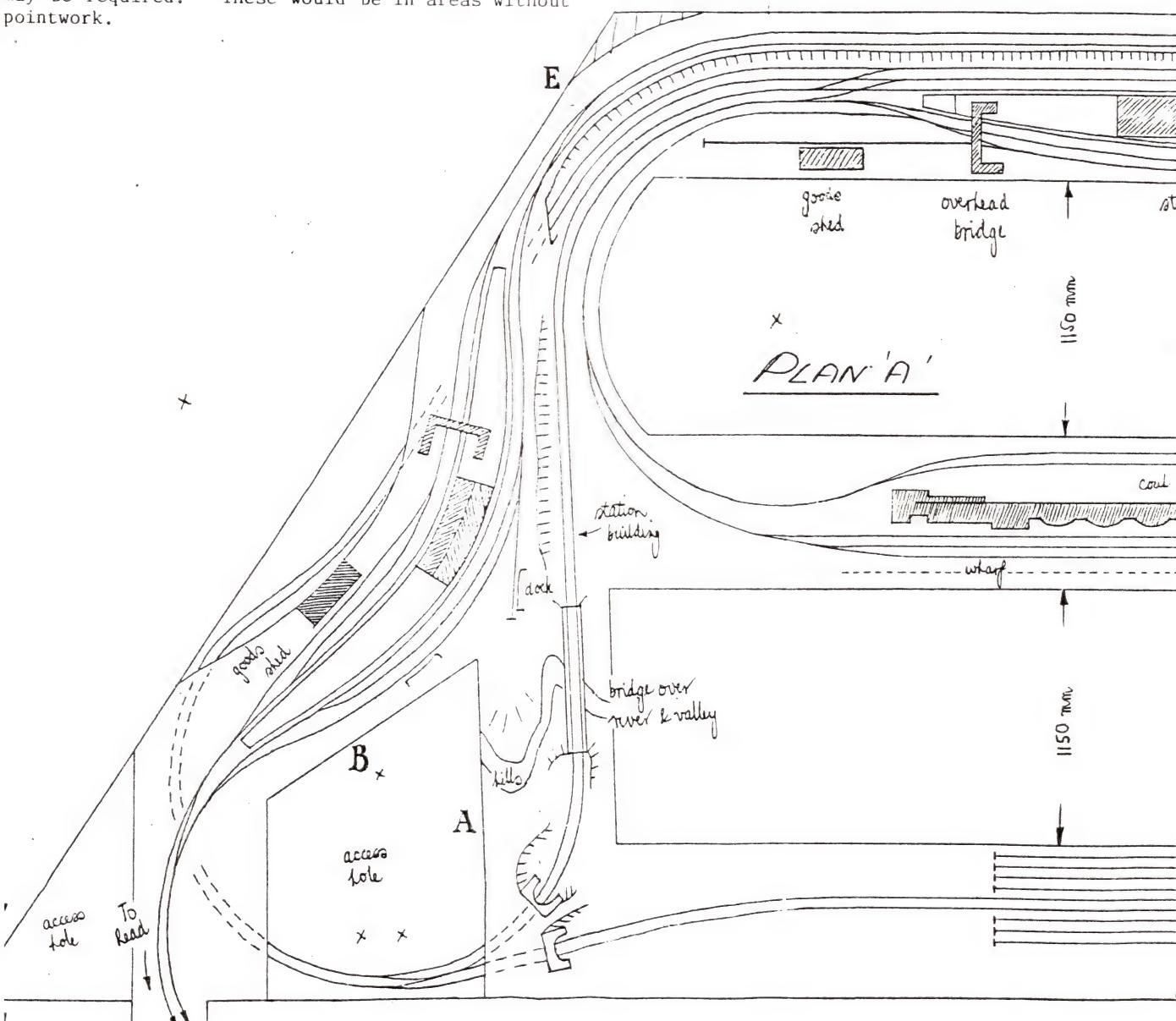
Because of the numbers of people that would be moving about a layout of this size and capacity, aisle widths should be kept to 900 mm at their narrowest and constant-width aisles preferably wider than this.

Accessibility of trains was also an issue. Generally a 'reach' of 800 mm has been catered for, though in a few areas a slightly longer reach may be required. These would be in areas without pointwork.

During discussions, a plan was put forward for a double sided peninsula in the centre of the layout room with a hole cut in each end of the wall between the two rooms. This would have allowed double line continuous run through the wall into the layout room, down along the wall, around the peninsula and back into the main hall. Four separate scenic areas of considerable length would have been created. However, the Committee saw problems during a non-layout running meeting, such as a slide night. Members wanting to run trains on the layout would distract those in the main hall by running their trains through onto that section of the layout. This idea was rejected by the Committee due to the difficulty in restraining members from doing this. Consequently, it was moved and accepted that all continuous run be confined to the layout room itself.

Using these limitations, two basic formats have evolved and they are embodied in the proposals illustrated in this Journal. Both plans make use of benchwork begun before discussions took place, that of the loop in the top right hand corner of the drawings.

Length of stations in any layout is always a compromise. However, it was determined that platforms and refuges exceeding 2500 mm were unnecessary. Both plans will refuge the equivalent of an 81 class loco and nine RUB cars - quite a reasonable train.



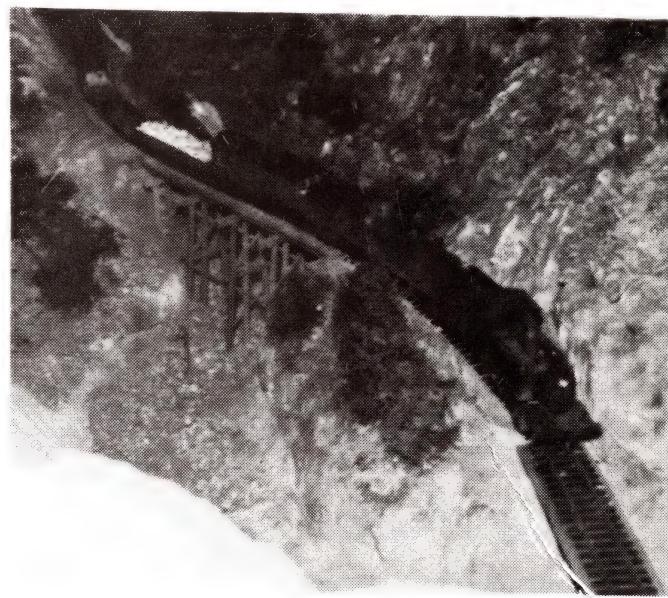
Plan A is a dogbone shape with two double line termini and some industrial sidings. It makes use of an extant terminus Read, in the main hall. The only grade on the layout is the 1/70 grade from F to E. Otherwise all trackwork should be level. Station G is a section from the relocated wall layout shown as existing.

Plan B is also a dogbone shape, but with a single line branchline and terminus in the main hall. The plan of Eugowra would eventually replace that of Read, but until the main layout is completed the double line from Read would be changed to single line.

Basically Plan B is of two scenically separate mainlines joined by the loops to give continuous run. The nearest tracks to the front are lower than those at the back. The gradients to achieve this occur on the loops at a maximum of 1/80. The line tunnels under the main station to achieve the reach of 800 mm.

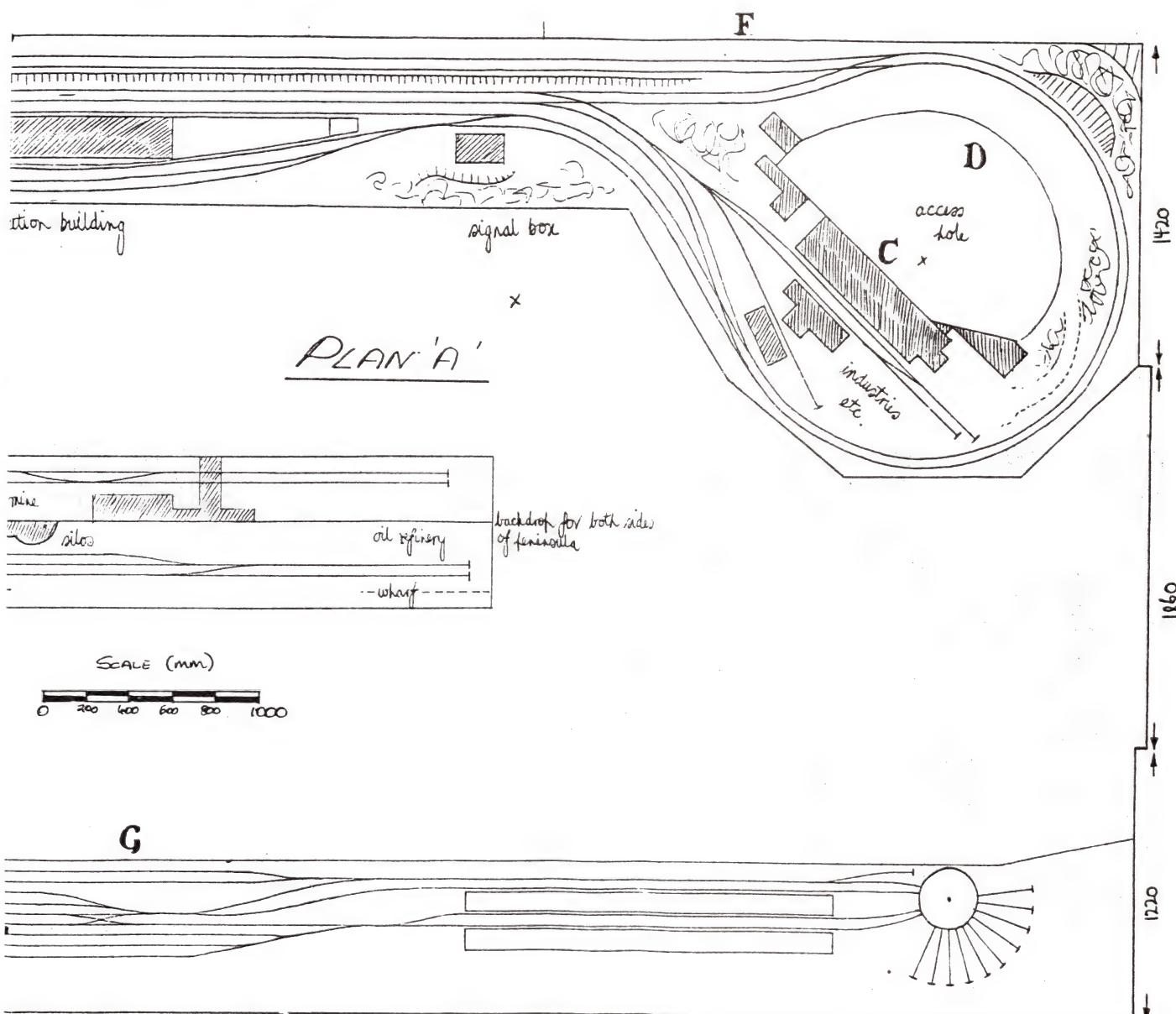
Points A on both plans require hills to disguise the access holes inside the loops. Points G use buildings for the same thing. Points B and D show where the scenery is extended below so that from most angles the benchwork will not be seen. The small crosses on the drawings show radius centres. Both drawings are to scale.

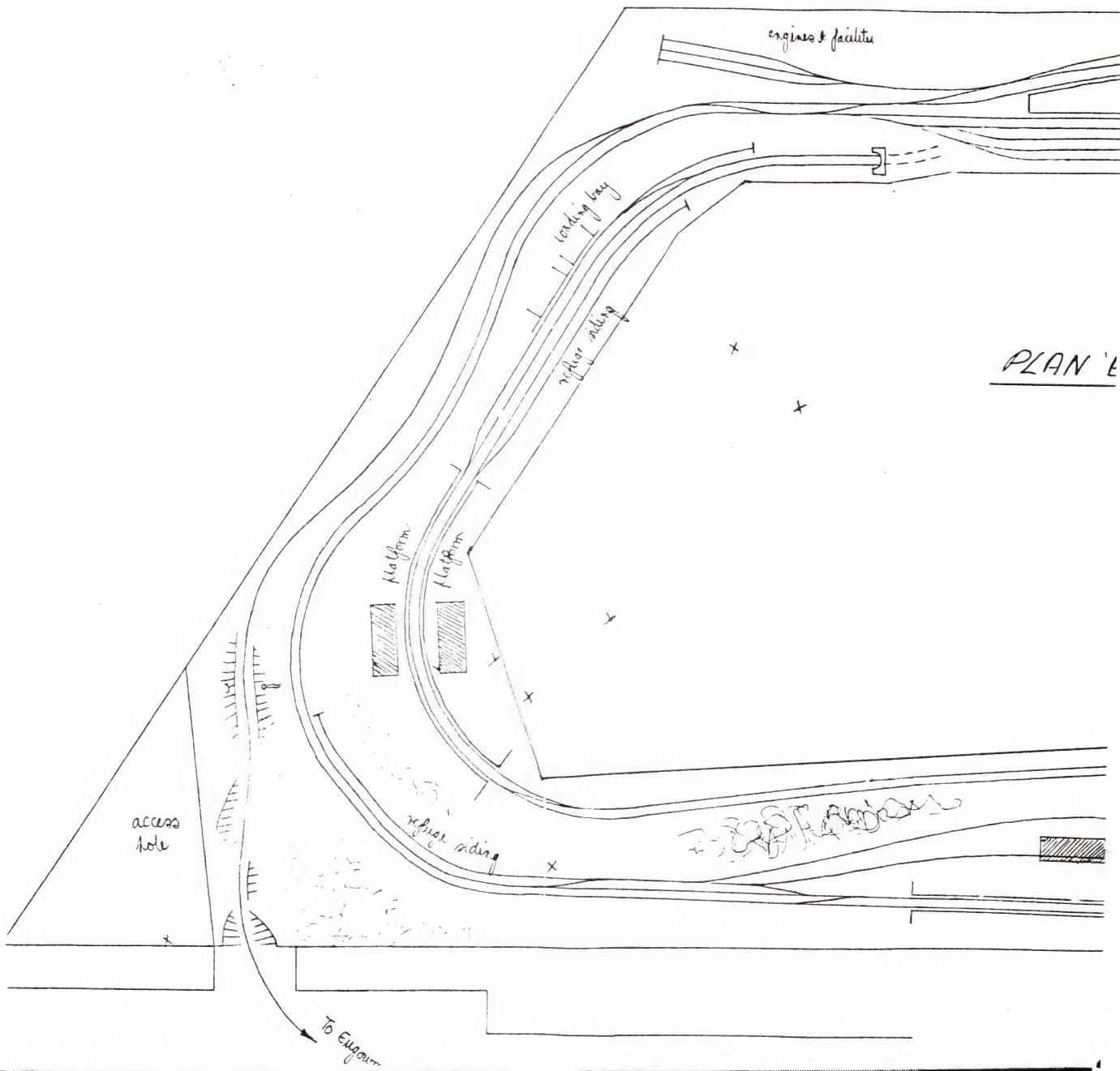
Glenn Watson



Some of John's fine VR narrow gauge rolling stock set up on a completed scenery display section. Locos on the train are a NA and a G.

Photo by Simon Hill



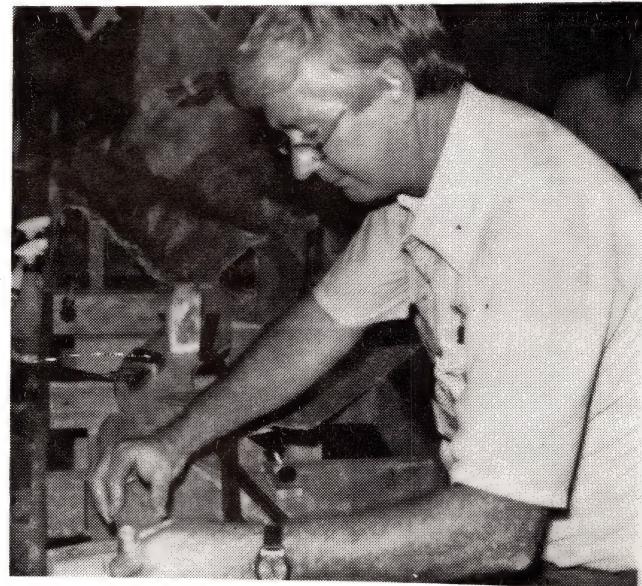


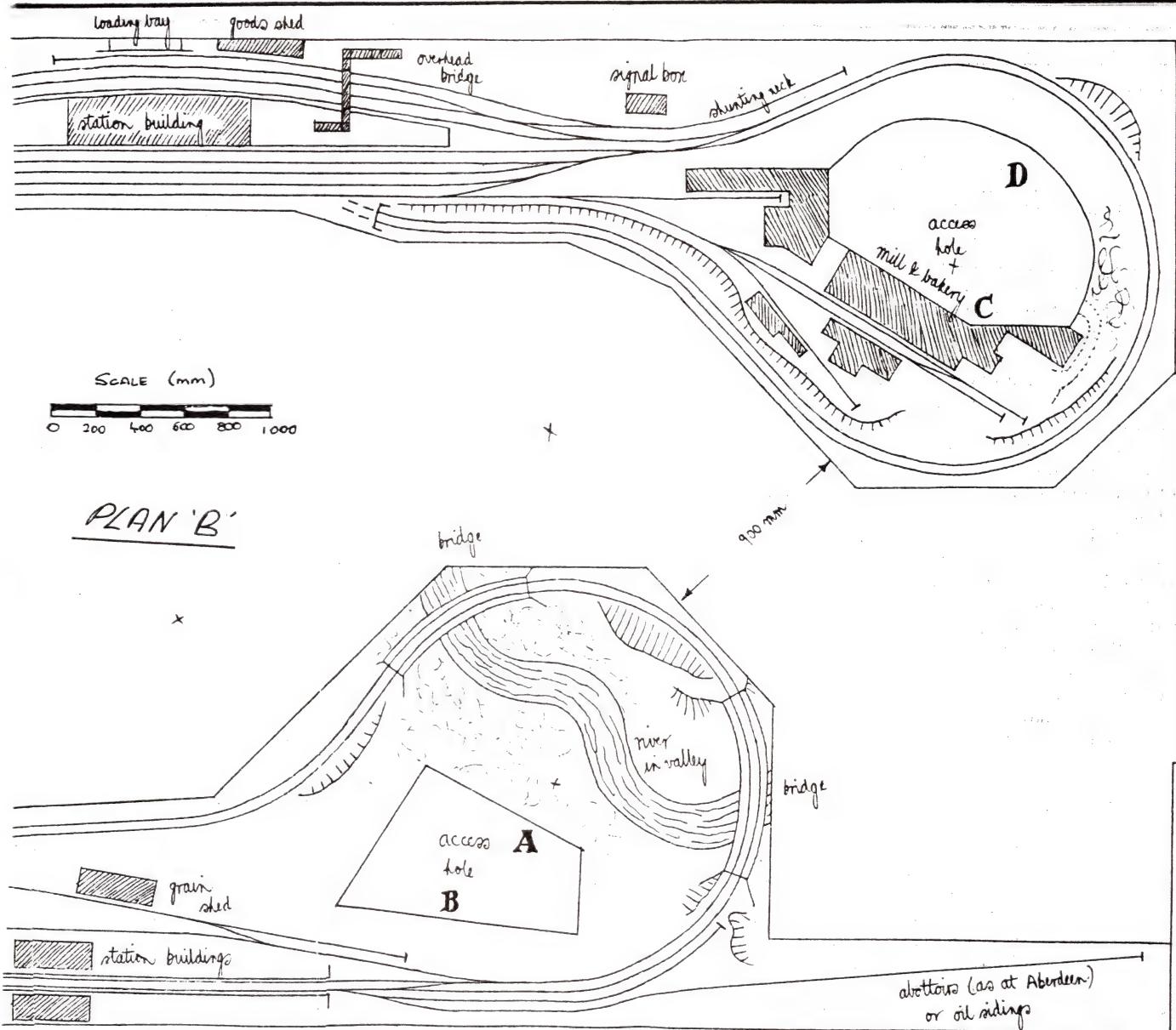
At the AMRA Information Stand, Robert Reeves assembles and adds paint to some US HO models. Jeff Rosenburg looks on.

Photo by Simon Hill

John Hill attends to his scenery demonstration at the last AMRA Exhibition.

Photo by Simon Hill





WE HAVE MOVED

IMPORTANT NOTICE
Please note our new address
from 1-11-86

BILL WEBB MODEL RAILWAYS

SHOWROOM: Lot 1 HUME HIGHWAY, BRAEMAR, MITTAGONG NORTH

Telephone: (048) 71 2717
Orders only: (008) 026 329 (Local call fee only)

P.O. BOX 388
MITTAGONG N.S.W. 2575

VARIOUS PURCHASES

by Eric G Watson

The Belvedere Hotel

Various items used also
 Life-Like Item No 1339 HO Scale
 Cost - \$11.70 Myer, Melbourne

Although I have several Life Like models, this is different in that the three bases for the three storeys are slotted. Lugs on the walls fit into the slots top and bottom. Only the four corners need gluing.

A different feature to most kits is that the very attractive window frames, well detailed, are moulded into the walls. Doors are also moulded in.

No plastic for windows is supplied. If you are short of this, try overhead projection transparencies. Mine are from Norman Bros Stationers.

I detest looking into or through vacant buildings. You should not have any trouble finding suitable gift wrapping paper or similar to use for curtains. Do purchase it in flat sheets rather than rolls.

Mine is in stripes just wide enough for HO scale windows, alternated checked and flower stripes, and it looks quite good. One disappointment was that no coverings for the awnings was supplied, shown as red and white stripes on the box.

With small parts like this, Paint Pens available in many colours and under different names come into their own. Obtainable from various stationers and art supply shops. Quick drying and the paint flow is easy to control - only gross carelessness could result in a mess.

As always, there will be those who will complain that doing the doors, windows and canopies is 'a lot of work', a 'lot of bother', etc. It may be the increased interest and the more attractive model makes it worthwhile.

An interesting sheet of signs - fire escapes and other oddments - add more interesting features. The instructions are easy to follow, although care must be taken to follow the instructions for the canopies to allow for fitting the fire escape.

Altogether, a very good buy; a well worthwhile model.

For those interested, the instruction sheet also covers weathering.

The Equitable Trust Bank (Life Like kit)

Personally I was not favourably impressed with this when assembled. It looks derelict, even though some quite good signs are included. Thus there is plenty of scope for some creative

work.

First, two Merit Lamps, old fashioned (No 5004 8 for \$1.95) that match in.

Life Like people sitting set, No 1124 at \$3.95, provided people, but the seat is not suitable, so some seats from a Pola 459 set at \$3.90 were used. Glue two seats and people in front of the building.

A bus stop could be added. If I can come across a cheap animal packet again that had a sleeping dog in it, this could be added, together with pedestrians.

I can also watch out for another set, probably Life Like that has telephone boxes, rubbish bins and such like included to select from.

From sheets of signs supplied with kits, I cut out three small suitable ones to add. One side wall could do with something to liven it up. With all the literature around banks, I should be able to find something for it.

With signs, discretion is called for - in another article we look at a kit I consider to be grossly over-signed.

There is a side path not wanted by me with the base plate. It may be possible on some sites to use it for car parking, but that doesn't suit my site. An idea to consider if you buy this kit would be to put some material inside the top floor windows.

The top floor treated as the bank manager's living quarters, the surplus path fenced to the side entrance and a small garden planted. This would be close to some prototype bank properties.

What I will do remains to be seen, as I doubt if at this stage anything can be done with the windows. Cancel that - I just remembered there is no centre in the base, so something can be done!!

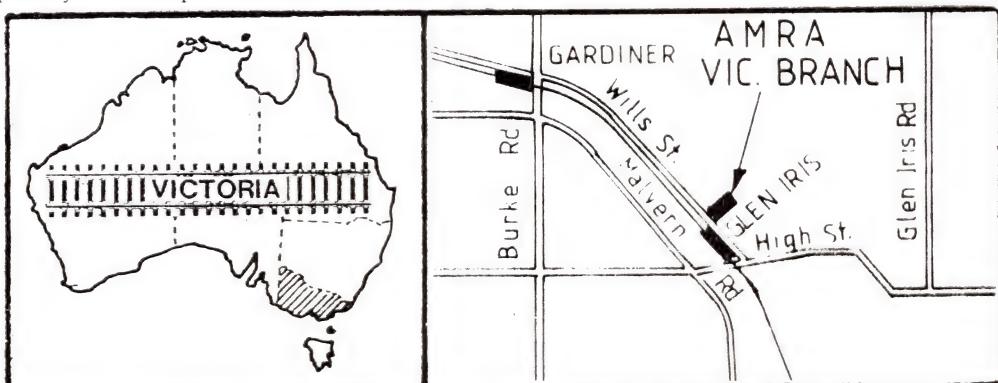
However, even with the additions just started, what at first seemed to me to be a rather dreary model is being transformed into something much more interesting and attractive.

This reminded me of a service station kit I purchased quite some time ago. The most hopeless kit I've come across to do anything with. It is prototype though - we have a couple of local ones empty and deserted, but at least they have auction boards up.

It defeats me to come up with any ideas to make it more like a viable business so its for the garbage can minus a few useful bits. There must be a more suitable one for a project in mind.

It will have to be big enough to allow a couple of cars, people and odds and ends to be added to make it look busy.

Then some more prototype. Quite a few service stations hire out trailers and various items of earth moving equipment, so room has been reserved for such items to be included, plus signs.



Branch Secretary - John Harry, 68 Lahona Avenue,
 EAST BENTLEIGH 3165

As I prepare my notes for this piece, I note that V/Line has, as from 7 October 1986, ceased to operate freight trains with the traditional guards van. So for those who want to operate prototypically, you may now shunt all your guards vans into a siding and forget them.

For the future it also seems that V/Line will cease to carry livestock, as well as other marginal commodities; sawn timber from East Gippsland being mentioned. In addition, if the wheat cockies have their way and the cartage of grain is deregulated, then certainly a few lines in the wheat belt will get the chop. One wonders what the system will look like in another decade.

I also note that the production of the Australian Model Railway Magazine has gone professional (the quality has always been professional), and that my good friend Bob Gallagher is to become a full time worker for the magazine. With this change of direction, one can expect the same standard to be maintained and the objectives of the magazine to be reinforced in future editions. We wish all the crew behind AMRM the best for the future.

The Club has recently acquired, at a very good price courtesy of our Treasurer, a VHS video unit and monitor (TV set). This was put to effective use at the October General Meeting when Mr Russell Wallace from the V/Line Signals and Communications Department gave an interesting presentation on the use of two-way radio on trains and the savings, both in time and money that have been gained since the introduction of this relatively recent control medium on our trains.

So successful has the system been, which was evolved by V/Line and Motorola, that British Rail is using the same system for trial purposes in the UK with the view to introducing a train radio system in that country. Russell also showed a video titled 'Rail Crash' which was produced by British Rail in 1972 and explained in detail the changes that have occurred in signalling as the result of accidents since the time that railways began operating in Great Britain. A very informative video and highly recommended for all rail fans.

With the year rapidly drawing to a close, it's now appropriate that you indicate early to the family just what you would prefer as a gift besides the usual tie or handkerchiefs. Perhaps a set of Merton figures, or if you are lucky it could go as far as a carriage or even a loco. If you don't drop the hints now, then you will only have yourself to blame if it turns out to be a Pierre Cardin tie.

May I wish you all a very Merry Christmas and a Happy and Prosperous New Year. Also remember to support your hobby shop, he needs to live too!

Geoff Brown

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GENERAL NEWS

September meeting was a Clinic night. Three clinics were presented - Roger Lloyd on 'Quick Trees', Bill Morehouse on 'Styrene Modelling' and Bob Dall on 'Track Planning'.

Quick Trees

Ingredients: Twigs from nature, steel wool, spray adhesive, coloured saw dust.

Method: Trim twigs to give an appropriate main-frame, tease out steel wool and attach a fine cover to twigs, fix with spray adhesive and sprinkle with pre-coloured saw dust. You will need to do a bit of observing of trees of various sorts

to determine the shapes of the main frameworks and the appropriate colours for leaves, etc.

Modelling in Styrene

Tools: Steel rule for straight edge, various small files, cutting knife with hooked blade for score and span method (Olfa P450), Vernier caliper, small power drill (Arlec 12 V Supertool).

Materials: Styrene sheet 0.030 and 0.040, simulated weatherboard made from scored sheet (model under discussion Kyneton signal box), window ledges from 0.010 and 0.020, walkway from 0.020 supported by 0.010 and 0.020 strip, MEK adhesive (beware of fumes!!), roof corrugated styrene (Gordon Duncan manufacture), downpipes PMG wire covered, hand rails, PMG wire stripped, chimney, flathead nail 1".

Track Planning

First things to check - room sizes, ceiling heights, bench height, reach.

A schedule of average reach for bench height, shown in inches.

BENCH HEIGHT	REACH
42	30
47	26
54	20
60	15
63	10-12

You must set your standards for minimum radius for track and points for main line and yards, car lengths, train lengths and loco lengths in relation to turntables. Track separation standards for 1:87 (H0) for straight and curved track (c/1 to c/1).

straight	50 mm
curved over 800 mm radius	50 mm
750 mm radius	55 mm
600 mm radius	60-63 mm

In considering minimum radii, remember that although a point may have an apparently satisfactory average radius, there is a variation of radius within the point and the minimum radius within the point which may be too tight.

When planning reverse curves, decide the minimum straight between curves and the minimum radius of the vertical curve between grades.

Gaining height: three factors to consider - grade, separation and radius. Remember that curves have the effect of increasing the effective grade. Bob's formula for calculating effective grade is as follows:

$$\text{Grade} = \frac{\text{Separation}}{\text{Radius} \times 6.7} \times 100\%$$

The meetings thanks go to Roger, Bill and Bob.

Competition Results

Photographic Competition - Model lineside junk
Greg Attrill 75 points

Modelling Competition - Australian Produced Kit
David Brown VR UB van 94 points

Other kits

Graham Stockfield NER coal hopper 93 points

Bill Secker reported on the Open Days held on 30 and 31 August. More than 1000 visitors came through the door and over \$900 was raised. Thanks to all those who assisted and particularly to the Hornby Railways Collectors group for their Dublo three-rail layout.

October meeting brought us a speaker from V/Line in the person of Russell Wallace with the topic signalling and communication - train radio; and a fascinating video entitled 'Rail Crash'.

Competition Results

Photographic Competition

Print - David Brown R761	85 points
Slide - Graham Stockfeld K190	90 points

Modelling Competition - Open Categories

Kitbashed - A Brooks VR water tanker	85 points
Scratchbuilt - A Brooks VR T Van	95 points

Gossip Corner

To Barney Brownbill and his wife Gail, a daughter. Congratulations.

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PROGRAMNOVEMBER

16 Sun	Observation run - 10 am from Clubrooms
30 Sun	Running day - your equipment - 1.30 pm

DECEMBER

7 Sun	Timetable operation - Club (USA) rolling stock - 1.30 pm
11 Thur	General Meeting - Christmas meeting (running night)
	Model - open (standard categories)
	Photo - model railway
28 Sun	Running day - your equipment - 1.30 pm

JANUARY 1987

4 Sun	Timetable operation - Club (UK) roll- ing stock - 1.30 pm
8 Thur	No meeting - running night
	No competitions
25 Sun	Running day - your equipment - 1.30 pm

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ANNUAL EXHIBITION : MARCH 1987

The 1987 Exhibition will be held at the Camberwell Civic Centre from Friday 6 March to Monday 9 March. The times are as follows:

Friday and Saturday 10 am to 10 pm
Sunday and Monday 10 am to 7 pm

As usual, an open modelling competition will be run in conjunction with the Exhibition, and models will be accepted at the information centre at Camberwell on Thursday 5 March between 6 and 8 pm.

John Frost is again roster supervisor; if you are able to assist with the AMRA duties make yourself known to John at any General Meeting, and put your name on the roster. If you cannot get to a General Meeting, but wish to help at the Exhibition, contact John at -

8 Tristania Street
EAST DONCASTER 3109

Telephone 848 2236 (7-9 pm)

Two very important aspects of the Exhibition are the setting up and packing up. We need assistance at the Clubrooms at 8 am on the Thursday to load and transport exhibits to Camberwell, and help at the close of the Exhibition to pack up, so please keep them in mind when filling in the roster.

Bob Edwards
Exhibition Manager

***** ***** ***** *****

LIBRARY NOTES

Be warned, if you are thinking of buying Stephen Watson's Gold Town Railway: Moe to Walhalla, hoping for more from the collection of photographs used in his Rails to Walhalla. This new title is being issued in five parts. Section 1 - The Construction and Opening is virtually a reprint of part of the 1980 publication; the only real difference is that the body of the work is in a typewriter face. This reprinting is not acknowledged. Pretty sneaky! Section 2 -

Construction Pictorial and Operation of the Railway does have largely new photographs, but again the informational part is identical (different typeface, a better one this time), but lacking the station diagrams. The projected further parts seem to match fairly closely later chapter heads of Rails to Walhalla.

A pity. There is a lot of cheap and nasty publishing catering for our widening interest in Australian trains. This effort is nastier than most. Perhaps its cheapness is, after all, one of the best things about it.

'Great Railway Journeys' are proliferating, and it's probably surprising that they've not been more obviously used as publicity by the railways themselves. Perhaps they have, just too subtly for me. Gone on the Ghan and Other Great Railway Journeys of Australia by Derek Whitelock is promoted by the Australian National Railways Commission. There is some evidence that the book has been made by their advertising agency rather than by an experienced publisher: for instance, the author's name appears on the dust jacket and spine of the book, and is mentioned in the introduction (by D G Williams, General Manager, Australian National, who is allowed to use his name, title and facsimile signature), but not where you'd expect to find it, on the title page. The name of the book is even left in doubt: the title page is as I've quoted it, Gone on the Ghan being just one of the stories. The dust jacket suggests that Gone on the Ghan is the title of this particular book, perhaps the first of a series called Great Railway Journeys of Australia.

The book is printed in type rather too small to be easily read, on grey screened paper (with the suggestion of spiral binding also printed on the page, the Lord knows why). Illustrations (good, professional, highly coloured) are not surprisingly by courtesy of the various rail networks. Sadly (having spent so much on the rest of the book) they're collected in three indigestible swatches at irrelevant places in it.

After all that carping, I must in honesty admit that Whitelock is a respected historian and author, and though this is clearly a pot-boiler he does get across his enthusiasm and enjoyment of his various trips which cover all the main passenger lines, and others beside. Good reading, good birthday giving - well, good at its present remaindered price. It was only published this year.

From a deceased estate I've been able to fill in all but a few parts of Model Engineer and its earlier titles, and some 10 years of early Model Railway News. Also a couple of railway books. The World's Locomotives is not one of your pretty picture books, rather a detailed description of what makes a steam locomotive work, what are the limitations of design, and what are the outcomes in many of the world's machines. Clear photographs, an abundance of general arrangement diagrams, and good, clear descriptions make it a very worthwhile item. The author is Chas S Lake, and it is undated, though my guess is a bit before 1910. Don't let this put you off. If you're interested in steam engines, you'll find this informative.

The other is Ernest F Carter's Britain's Railway Liveries, 1825-1948. Every loco seems to be listed separately, with every change of livery there has ever been. Some coloured plates, lots of black and white. Photos of crests and coats-of-arms by the dozen. If you model British prototype (anything but modern image), you'll be interested.

Brian Southwell
Librarian

MEMBERSHIP UPDATE TO 17-10-86

NEW MEMBERS

QLD.

HO	OM	CLELLAND R.A.	11 Sunnyview St	Beenleigh	4207
	FM	EDGE-WILLIAMS Mrs W.E.	17A STATION RD.	RIVERVIEW	4303
HO	OM	HOSKINS J.L.	3 DRAKE RD.	SPRINGWOOD	4127 07 2085 288
N	OM	MACDONALD A.W.	14 BRENNAN ST.	STAFFORD	4053 35 25760
	OM	MANN N.A.	1 WHITFORD RD.	EBBWVALE	4304 282 2077
N	SM	MORLEY B.J.	144 FORT RD.	OXLEY	4075 375 5436
HO	FM	PARKES	33 Kalinga ST	CLAYFIELD	4011 357 6373
	FM	PARKES Mrs.R.	33 Kalinga ST.	" "	
HO/HON3½	FM	ROBINSON G.A.	142 NORTHGATE RD.	NORTHGATE	4013
HO	SM	SMERDON K.G.	4 BOURKE ST.	INNISFAIL	4860
	FM	SPARGO R.K.	857 SAMFORD RD.	KEPERRA	4054 355 4801
	FM	SPARGO Mrs A.	" " "	" "	
	FM	SPARGO Miss K.	" " "	" "	
	FM	STURMEY Janice	29 DUNCOMBE RD.	NARANGA	4504 888 2304
	FM	STURMEY Andrew	" " "	" "	
	FM	STURMEY Martin	" " "	" "	
N	OM	WETZIG B.J.	260 KITCHENER RD.	STAFFORD HTS.	4053 359 0337

NSW

HO	FM	ASTLE A.R.	351 MACQUARIERD.	SPRINGWOOD	2777 047 51 2443
	FM	ASTLE A.	" " "	" "	
HO&N	OM	BOURNE C.	2 LONGDON CLOSE	STH PENRITH	2750
	OM	CARSON J.B.	33 GIBSON RD.	WOLLONGONG	2525 042 71 1867
HO/N	OM	GRIFFITHS J.	248 GYMEA BAY RD.	GYMEA	2227 525 6201
	FM	GUEST S.K.	31 BIRCH ST.	ST. MARYS	2760
HO	OM	HARRIS A.	10 DARRYL PLACE	GYMEA	2227 525 8987
07mm	OM	IMER G.A.	42 PENFOLD ST.	EASTERN CK.	2766 625 9885
HO	OM	LOWRY T.	23 HAMPTON ST.	CROYDON PARK	2133 798 5578
HO	OM	MARION D.E.	18 HALL PDE.	HAZELBROOK	2779 047 58 6601
H.O.	OM	WILKINSON W.L.	4 PURKISS ST.	ARMIDALE	2350 067 72 3892

VIC.

HO/HON2½	OM	BARTLETT W.N	12 FIRST ST.	FOOTSCRAY	3012 68 5649
HO VR	OM	COLGAN A.J.	21 KARANGA AVE.	RESERVOIR	3073 460 2086
HO/00	FM	JAMES R.D.	2/37-38 RAILWAY PDE.	MURRUMBEENA	3163 568 3607
	FM	JAMES Mrs C.	" " " "	" "	
HO	OM	JOHNSON A.F.H.	22 LEICESTER AVE.	GLEN WAVERLEY	3150 233 1118
HO/HON2½	OM	JOHNSON M.R.	12/80 WELLINGTON RD.	CLAYTON	3168 543 3261
HO Rec	OM	LANGHAM W.D.	93 GLYNDON RD.	CAMBERWELL	3124 29 6374
HO	FM	MALONEY L.J.	23 KINGSTON ST.	HAMPTON	3188 598 6791
	FM	MALONEY Mrs R.	" " " "	" "	
HOn3/N	OM	MELDRUM D.	32 BEVERLEY ST.	DONCASTER EAST	3109 842 3034
HO/N	OM	NOSKE R.E.	58 FAIRVIEW AVE.	NTH CROYDON	3136 725 7693

VIC. NEW MEMBERS

HO	SM PRICE D.R.	P.O. BOX 17	HUNTLY	3551	054 48 8428
OO	OM RIGBY P.J.	84 HANSWORTH ST.	MULGRAVE	3170	547 8627
HO	F.M ROSS D.A.	67 WARBURTON HWY	WESBURN	3977	059 67 1581
	FM ROSS Lloyd	" " "	"	"	
	FM ROS Gordon	" " "	"	"	
HO	FM SCANTLEBURY N.H.	239 WHITEHORSE RD.	BALWYN	3103	817 2238
	FM SCANTLEBURY Graham	" " "	"	"	
	FM SCANTLEBURY Fionna	" " "	"	"	
	FM SCANTLEBURY Cait	" " "	"	"	
	FM WHITE M.D.	7 RIVERVIEW CRES.	DOVETON	3177	

W.A.

HO	OM COATES D.E.	45 CHALLIS RD.	ARMADALE	6122	399 2919
	FM FEATHERSTON R.	14 SAW DRIVE	DARLINGTON	6070	
HO	OM KELLY G.D.	38 EDNEY RD.	HIGH WYCOMBE	6057	454 5873
HO	OM KROYER N.J.	7 DENIC RISE	LEEMING	6155	332 6275

MEMBERS REJOINED WITH NEW ADDRESS NSW

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HO	OM KELLY G.L.	P.O. BOX 156	PENDLE HILL	2145	
HO	OM SMITH A.B.	2/58 BARRY PLACE	BIDWILL	2770	628 5361

MEMBERS MOVED INTERSTATE

OM WIERZBINSKI M.J.	468 WARRAGAL RD.	ASHBURTON	3147	ex NSW
FM BOWRING C.A.	P.O. BOX 183	MT GRAVATT.	4122	ex NSW
OM WEBB A.T. Snn S1399874	AIRTRAINING DEPOT RAN AIR STN NOWRA		2540	ex QLD

OTHER ADDRESS CHANGESW.A.

ELKINGTON C.A.	26 DRYANDRA CRES.	GREENMOUNT	6056	
de GROOT C.	20 MILLPORT DVE.	WARWICK	6024	
HASKELL D & K	12 HARTLEY CRES	GREENWOOD	6024	
KERR T.	42 SHEARWATER DVE.	STIRLING	6021	
WHITE J.	40 CARCOOLA ST.	NOLLAMARA	6061	

VIC.

EMMETT J. Jnr	P.O. BOX 29	MENTONE	3194	
HILLEBRAND P.	71 ORONSAY CRS.	DIAMOND CK.	3089	438 3301

QLD

COSTIN B.	28 KILDARE ST.	CARINA HTS	4152	
MADDEN Kerry now Mrs STRAUTMANIS	41 JESSIE ST	PETRIE PLACE	4000	
McCAULEY A.	26 DAMPIER DVE.	ANDERGROVE	4740	
SCRIVENS P.A.	1 RONALD ST.	BRAY PARK	4500	

cat no

<u>CAT NO</u>	<u>YEAR OF INTRODUCTION</u>	<u>DESCRIPTION</u>	<u>(COLOUR(S))</u>	<u>SCALE (or length)</u>
K-61	1978	Mercedes Police Car	White, red stripe	107 mm
K-62	1978	Doctor's Car	White, red +	114 mm
K-63	1978	Benz Binz Ambulance	White	112 mm
K-64	1978	Fire Control Range Rover	Red	105 mm
K-65	1978	Plymouth Mountain Rescue Car	Red and white	115 mm
K-66	1978	Jaguar XJ12 Police Set	White, red stripe	120 mm
K-67	1978	Dodge Monaco Fire Chief	Yellow and white	115 mm
K-68	1978	Dodge Monaco and Trailer	Fawn and brown	210 mm
K-69/1	1978	Europa Caravan and Jaguar XJ12	Blue car, two tone fawn van	270 mm
K-69/2	1978	Europa Caravan and Dodge Monaco	Car as per K-68, two tone fawn van	275 mm
K-70	1979	Porsche Turbo	Green	118 mm
K-71	1979	Porsche Police Set	White and green (car + 2 m/c)	200 mm
K-72	1979/80	Brabham Formula 1 Car (formerly K-41)	Red	109 mm
K-73	1979/80	Surtees Formula 1 Car (formerly K-44)	White	108 mm
K-74	1980	Volvo Estate Car	Red	138 mm
K-75	1980/81	Airport Rescue Set	White and yellow	135 mm
K-76	1980	Rally Set	Silver grey	270 mm
K-77	1980/81	Highway Rescue Set	White, striped	135 mm
K-78	1980/81	US Police Car	Blue and white	137 mm
K-79	1980/81	US Taxi	Yellow	137 mm

(TO BE CONTINUED)

(Who noticed that we slipped 'down a gear' last issue?)

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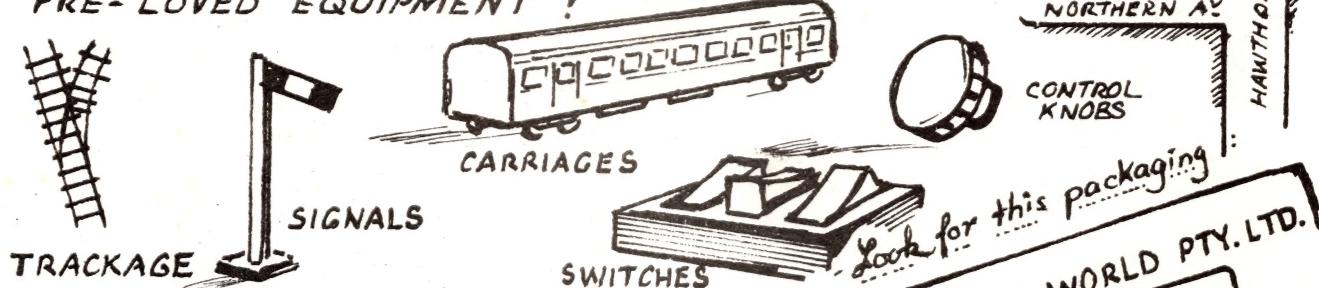
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